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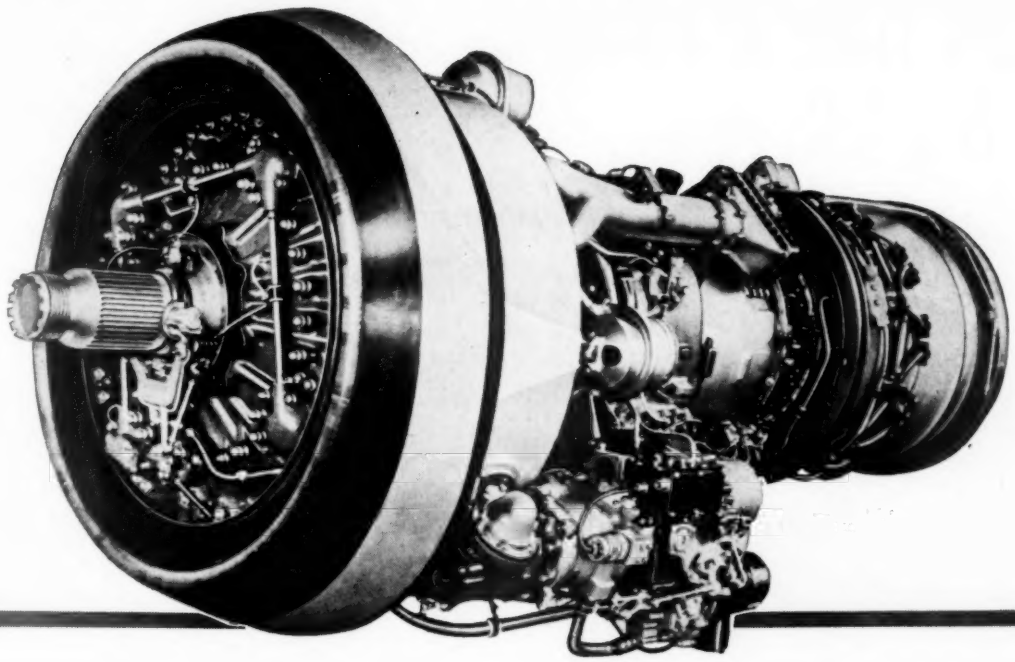

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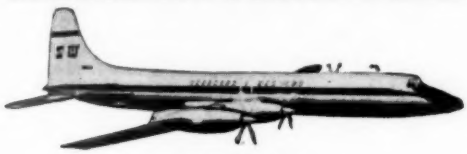

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AIR CARGO

an American Aviation Publication

MAY 1960, VOL. 4, NO.5

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AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

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EDITORIAL

The Chips Are Down

IF the so long expected air freight age is not here, a lot of people will be in trouble.

Before 1960 is half over, major U.S. airlines will have increased their all-cargo fleets by at least 35 converted DC-7 and Super Constellation aircraft. The second half of 1960 will see a like amount converted—possibly more. With international and other flag carriers included, the 1960-61 period could well produce 250 all-cargo aircraft for operation over the routes of scheduled airlines.

As this issue of AIR CARGO was going to press, a conversion run-down reads: American Airlines, 15 DC-7s committed, at least five delivered; United Air Lines, six DC-7s committed, two delivered; Eastern Air Lines, five 1049s committed, two delivered. For National Airlines, it is a little different. National is unconverting. The airline has been using Lockheed 1049Hs converted for passenger use. The airline has four of the Hs. One has been put into scheduled cargo operations. The other three can be made available very quickly by stripping out the passenger accessories.

Moving into the international field: Pan American has committed 20 DC-7s; deliveries have already started. Total committment for PAA is expected to go to 25 with the whole project due for completion by March of 1961. Air India and Qantas have committed two Super Constellations apiece. The Qantas conversions will be completed by June, Air India's by August. Lufthansa gets two 1649s by June with another two to be delivered by September. Sabena is converting two DC-7s. KLM Royal Dutch Airlines is having two DC-7s readied for delivery this summer. Trans World Airlines has just converted and placed in service eight 1049H Super Connies, and has announced that the TWA all-cargo fleet will be augmented with converted 1649 Constellations. In TWA's case, the aircraft may be used in either domestic U.S. or international operations.

In addition to the firm committments, there are strong indications of still more conversions by the combination lines: KLM and SAS are expected to convert four DC-7s, each; Alitalia, two DC-7s; Air France, four 1649s; and TAP (of Portugal), two 1049s.

Added to the cargo aircraft of the combination airlines must be the piston planes of the all-cargo carriers, and to that, the Canadair turboprop freighters due to be delivered in 1961.

No matter how you look at it, the airlines are going to have a lot of space to sell. The cargo airplanes are being delivered as the airlines are receiving whole fleets of turbine aircraft—pure jets and turboprops.

There are not many things which can carry a business to disaster faster than a big, empty airplane.

The airlines, of course, know this. They are converting airplanes for cargo operations for good reasons. It is a quick, relatively inexpensive way of acquiring cargo aircraft to prove that there is air freight to be carried. And, it is a way of using planes which would otherwise sit idle.

The U.S. airlines alone, as of the end of last year, had 683 four engine, piston aircraft. A good part of these will be declared surplus for the U.S. passenger market, and they will probably be a little hard to sell to foreign operators who are also replacing piston aircraft with turbines.

Whatever the reason, the undeniable fact is that the airlines are in deep in the air freight business.

Thus, the chips are down. We are betting that the carriers and the shippers will rake in a good pot.

A note on the agreement which makes the Railway Express Agency a cartage contractor for Air Cargo, Inc. at nine points on the system of Trans-Texas Airways—

An unnamed voice from Trans-Canada Airlines observed that air freight at these Trans-Texas points is in a devil or the deep blue sea situation—no pick up and delivery, the deep blue sea; pick up and delivery through the use of REA, the devil.

TCA has had many years experience using the Canadian Express Company for cartage. The airline found the arrangement workable for small points, but not so good for the big cities.

If it were up to me, the voice said, I'd choose the devil. At the same time, I would be fully aware of the perils of doing business with him.

Even though the analogy is a little strong, ACI's board of directors is well aware of any peril. You can bet that ACI has been instructed not to go beyond the present experiment without the approval of the directors of ACI—who are the airlines.

Wallace I. Longstreth

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TRENDS

Canadair is working hard to become the symbol of progress in the development of air freight. The Canadian subsidiary of General Dynamics is deeply involved in studies related to air freight potential, terminal handling requirements, and tariff structures.

The company is cooperating with Port Authorities, air carriers, forwarders—almost anyone concerned with air cargo, in preparation for the introduction of the CL-44D, Canadair's big turboprop freighter.

Communist China appears to be making big strides in the development of air cargo. The country's capital, Peking, is linked with more than 70 Chinese and overseas points. Volume of cargo traffic carried in 1959 is reported to be 10 times that carried in 1950. Industrial equipment is being regularly carried by air, and in the agricultural areas, such items as fish fry, livestock, and crop seedlings are piling up many ton miles while at the same time, assisting the farmers considerably.

Plans of three major Japanese shipping companies to form a joint Pacific air freight company have been shelved temporarily. Instead, the companies, Nippon Yusen Kaisha, Mitsui Steamship Co., and Osaka Shosen Kaisha, will set up a joint international air freight sales agency. Mitsui will make application for an International Air Transport Association cargo agent authorization. The other two firms already have subsidiaries operating under IATA license.

Census Bureau is working on a full scale study of international freight traffic. Sponsors of the study, along with Census, are a group of the larger airlines and aircraft manufacturers—seven in all.

The study will examine the characteristics of some 3500 commodity groups moving to or from the United States. Also under consideration, Census participation in a domestic air freight study by commodities.

Cost-conscious Riddle Airlines is very much aware of the value of air freight salesmen under new president Robert Hewitt. In 1959, the company had 20 salesmen. By February of 1960, the number had increased to 40. In April it was 52.

Teamster interest in air freight developments is real but no big push for recruiting is expected from the International Headquarters until later. For the time being, recruiting of air freight personnel into the ranks of the Teamsters will be handled at a local level. If locals run into snags, the problems will be referred to a local joint council. The next step is the area council, then the International Headquarters. The line of communications will probably shorten when air freight rates come down a little more.

Northwest Airlines' cargo department makes a significant contribution to the company's well being. In 1959, cargo accounted for better than 32% of the total revenue from international operations.

The expanded first class mail by air program is underway. Post Office on April 4, started service between several pairs of points despite some critical comments from Congress. First points involved were U.S.-Alaska, U.S.-Hawaii and a few points within the continental U.S. which the Post Office said should have been receiving next day delivery but had not—because of the existing surface transport facilities.

Slick Airways and Seaboard & Western have discussed a merger. While the idea is not yet dead, the lack of money appears to be a big stumbling block to early completion of such a deal.

Wings & Wheels has taken over American Shippers. American Shippers, a Los Angeles-based forwarder had been in financial trouble for many months. In the transaction, W&W of New York, acquires all facilities as well as the name and good will of American Shippers.

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NEWS

AA Truckair Scheme To Benefit Off-line Shipper

American Airlines has opened an all-out campaign to stimulate the growth of air freight in off-line points with a service called "Truckair." AA's "Truckair" plan was set up to link 575 medium-size communities with more than 60 cities on the airline's air freight network. As stated by AA's E. C. Taylor, vice president, cargo sales and service, "the 'Truckair' partnership will provide to the cities adjacent to those served by American the same advantages of modern shipping now provided to the country's larger cities."

Under "Truckair," shipments moved by truck to the nearest pickup city of the airline are flown by American to the destination airport. AA notes that next morning delivery is possible in many cases.

Off-line shippers can look forward to a reduction in paper work. All that will be required is a single "Truckair" bill of lading. The single bill will permit the shipper to conduct business with one source instead of several and, at the same time, the plan will provide a single-rate tariff rather than a combination of truck and air rates.

Observed Taylor: "Local shippers may now distribute their products almost anywhere in the nation on a one-call-does-all basis through the 'Truckair' partnership. Introduction of the 'Truckair' program has in effect broadened American's pickup and delivery area by several hundred miles outside each of the cities it now serves. It enables the shippers in these outlying communities to move goods a greater distance with greater ease in less time than ever before."

In another move to bolster its expanding air freight operations, American turned over five additional DC-7 aircraft to Douglas Aircraft Co. for conversion to all-cargo configuration. American already has five of the all-cargo planes in service and had previously committed another five to conversion. The new commitment brings to 15 the number of DC-7Fs that will be flying AA routes by the end of the year and will give the carrier the largest all-cargo fleet operated by a domestic trunk line. Capacity will total 169 million ton-miles per year.

Riddle Prepares New Charter Service

A plan by Riddle Airlines to launch a personalized charter service was recently unveiled by the all-cargo carrier's president, Robert M. Hewitt, during a speech before the International Affairs Department of the Miami-Dade County Chamber of Commerce. Hewitt said that in the "near future" Riddle was going to enlarge its charter service and locate C-46F all-cargo aircraft at eleven operating stations and, "by means of existing ground communications, we will begin to operate these aircraft much like a taxi is controlled and operated by radio." Hewitt advised the Miami businessmen to "investigate this charter service again, by asking our air freight salesmen."

In his other remarks, Hewitt stressed the importance of the air freight salesman, and defined him as anyone selling freight by air, whether it be as a salesman of the airlines or as a salesman such as a cargo agent or a freight forwarder.

"Frankly," Hewitt said, "there cannot be enough air freight salesmen regardless of the title they may bear. Today, airlines have an air freight service that businessmen can use in greater volume than they presently do and it is the air freight salesmen who must sell prospects and customers on how air freight can help their business become more profitable." Hewitt urged the businessman to call the air freight salesman and let him "help you learn to use and understand air freight better."

Reserved Air Freight Available to BNF Shippers

A system of reserved air freight, which assures shippers delivery of shipments on specific flights, has been introduced by Braniff International Airways on both U.S. and South American routes.

Domestically, the RAF program has been placed in effect at Chicago, Minneapolis, Houston, San Antonio, Washington, Kansas City, Dallas, New York and Denver. Up to 2500 pounds can be reserved on the carrier's Boeing 707 or all-cargo aircraft on domestic routes, and up to 1000 pounds on other aircraft.

The new RAF service can also be used between all points on Braniff's international routes. Shippers can reserve up to 4000 pounds on the Boeing 707 and up to 2500 pounds on the DC-7C.

Concurrently, Jack Woodruff, BNF's manager of cargo sales, announced a through cargo manifest service between New York and South America which clears air freight shipments for export at the New York gateway and moves them directly to destination.

TWA To Convert Long Range Connies

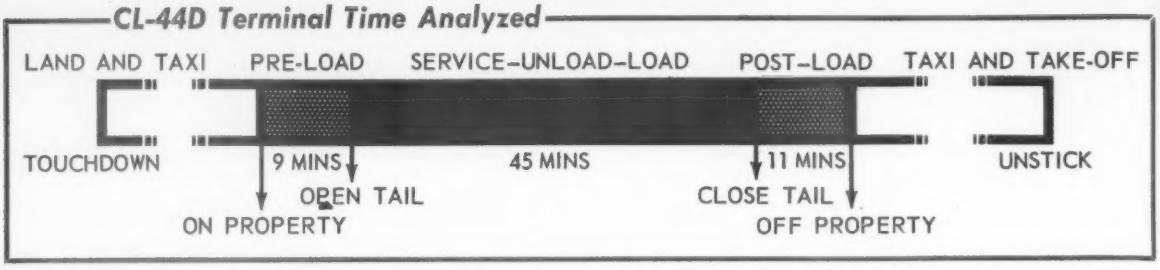
Trans World Airlines is proceeding with major plans to expand its participation in the cargo market and will modify a number of long range 1649 A Constellations to all-cargo configuration. The aircraft will be used to supplement the fleet of eight TWA 1049H Constellations currently in scheduled freight service. The carrier is also studying jet cargo plane types as the ultimate solution for capitalizing on the cargo potential during the 1960's.

Meanwhile, TWA is moving to accomplish immediate results. The carrier has scheduled overnight 1049-H Constellation air cargo flights between New York and Los Angeles via Chicago five nights a week. TWA is also offering shippers in New York and Philadelphia new service to Indianapolis, St. Louis and Kansas City five nights a week. Shippers on the west coast can take advantage of an eastbound service from San Francisco and Los Angeles to Kansas City, St. Louis, Columbus, and Pittsburgh with connections at New York for shipment to major European cities.

FTL Terminal Underway; Loading System Tested

The Flying Tiger Line is finalizing plans at Los Angeles for the nation's first fully-automated air freight terminal. According to FTL's executive vice president, Frank Lynott, the multi-million dollar terminal will be equipped with automatic freight-moving equipment costing approximately $250,000.

Construction of the terminal, which will be capable of handling 1,250,000 pounds of freight a day, is expected to be completed in 1962. The terminal was designed through the joint efforts of FTL engineers and Charles Luckman Associates, especially for the carrier's new fleet of turboprop Canadair



A time study run by Canadair accounts in detail for the 65 minutes in which the company estimates the CL-44D can be loaded and offloaded.

CL-44D air freighters. Tigers expects to take delivery of its first CL-44D next January.

The terminal will be of concrete slab construction and will house office, truck and aircraft maintenance facilities in addition to the main freight-handling facilities.

The truck receiving dock will be able to accommodate 14 trucks simultaneously and the terminal itself will permit the simultaneous loading and unloading of two turboprop air freighters.

Freight will be conveyed automatically from trucks to segregation areas where it will be weighed, billed and automatically loaded on pallets.

Meanwhile, Canadair and The Flying Tiger Line have reached the functional test stage of a mechanical loading system designed to slash ground handling time in connection with the CL-44D turboprop freighter. In designing the system, Canadair set its sights on offloading and loading a full payload within one hour. The CL-44D has a maximum payload of 66,128 pounds.

To accomplish these results, Canadair is experimenting with cargo pallets and containers used in conjunction with a chain drive mechanism.

The pallet is of rigid lightweight design (140 pounds) and measures 122" x 89" with a thickness of less than one inch. To save cube, they are designed to slide directly on the floor of the aircraft.

Seventeen CL-44Ds have been ordered by The Flying Tiger Line, Seaboard & Western Airlines and Slick Airways.

NAL Begins Cargo Flights; Bids For Military Traffic

National Airlines has joined the ranks of the domestic trunk carriers now offering all cargo service. The carrier, last month, placed the first of a planned fleet of four all-cargo Super-H Constellations into service between New York and Miami.

NAL president, G. T. Baker described the move as the first step in a major expansion of the airline's air freight facilities. He said the new all cargo flights would increase National's cargo-carrying capacity by some 1.5 million pounds each month.

Initial cargo schedules call for five-day-a-week roundtrips between New York and Miami, with intermediate stops at Philadelphia and Orlando. NAL said the converted Connies would be able to carry well over 34,000 pounds of cargo on a single flight.

In announcing the new cargo service, Baker appointed O. M. Foxworth, Jr., general manager of air cargo. Assisting Foxworth in setting up the new department will be H. F. Dowlen.

Foxworth was formerly manager of cargo operations and Dowlen was assistant cargo sales manager.

Meanwhile, National is digging hard for the go-ahead to set up a domestic military contract operation. In a recent proposal to the Air Materiel Command, the carrier offered to buy "a minimum of five" Lockheed C-130B turboprop air freighters, if the government will commit itself to a contract for twice daily transcontinental air cargo service.

NAL would initially use Super-H Constellations if the contract is approved. These aircraft would be phased out as the first of the C-130Bs are delivered.

Three Pacific Carriers Form Traffic Pool

The plan under which the international airlines of Australia, the United Kingdom and India are to coordinate operations should result in greatly increased cargo capacity. Agreement has already been reached on additional air cargo services between Europe and Australia.

Under the pact, the three carriers, Qantas, BOAC and Air India International, will retain corporate identity but operations and reservations systems will be centralized.

The new partnership extends a successful 25-year-old Qantas-BOAC association on the Kangaroo Route—between England and Australia. It will cover the services operated by the three airlines to the United Kingdom, Australia and the Far East, as well as some transatlantic flights.

ACT Cites 204 Members For Claims Free Record

Air Cargo, Inc., last month, awarded the annual "Gold Seal Citation" to 204 contractors who earned the award by establishing claims-free records for their air freight operations during the full calendar year of 1959. Total claims payments, in 1959, dropped to $31,216 on a gross cartage dollar volume of $4,123,477, thus establishing a new low loss ratio of 0.757% for all pick-up and delivery service.

In a separate development, the cartage contractor representing the scheduled airlines in New Orleans, Click Delivery Service, has teamed up with the local cartage committee to push a joint sales program. Under the plan, each New Orleans based airline assigns a sales representative to make joint sales calls with Click personnel on a periodic basis. Initially, the carriers will join Click monthly and will be rotated on an alphabetical basis.

Floral Conference Reports Pending Damage Suits

The California Floral Traffic Conference reports that some 29 suits have been filed on behalf of wholesale floral shippers against the airlines. The suits are being held in abeyance pending Civil Aeronautics Board action on a complaint filed by the flower growers against airline tariffs.

Simultaneously, the growers applauded a move by Rep. J. Arthur Younger (R-Calif.) who filed a bill in the House of Representatives to make the Federal Bill of Lading Act applicable to air carriers.

Arabia Airways Buys Argosy

Trans Arabia Airways, based in Kuwait, has ordered two Armstrong Whitworth Argosy freighters for delivery in mid-1960, and has optioned a third. The agreement marks the first order for the Argosy to be placed by a commercial operator. Trans-Arabia has been operating two DC-4s and plans to fly two DC-6s this summer.

Navy Supply & Accounts Announces Reorganization

In a move to cut costs and improve supply, the Navy's Bureau of Supplies and Accounts has broadened the function of its transportation echelon. The widening of the transportation function spotlights a Bureau trend to integrate storage, carloading, materials handling, packaging and preservation with transportation and material movement control under a single office.

Specifically, the reorganization will switch direction of the Bureau's Storage and Shore Establishment Division from the Assistant Chief for Supply Management to the Office of the Assistant Chief of Transportation.

REA To Provide PU&D At Nine TTA Points

A new arrangement between Air Cargo, Inc., and the Railway Express Agency goes into effect on May 1 to provide air freight pick up and delivery service for nine cities served exclusively by Trans-Texas Airways. The cities are: Brownwood, Galveston, Lufkin, McAllen, Marshall, and Victoria, all in Texas, El Dorado and Pine Bluff, Ark., and DeRidder, La.

The arrangement is significant on several counts. It will be the first time that these points have had airline air freight pick-up and delivery service. It reverses a decision made in 1945 by REA, and it is an experiment which could be the basis for more such service.

Conversely, the results of this experiment could forestall any renewal or expansion for a long time to come.

In the nine cities selected, there is not a cartage man appointed by the airlines because there has not been enough air freight business to support such an operation.

In each city, however, REA is already operating vehicles to and from the local airports for Air Express. Any air freight traffic will be hauled as by-product lift in the REA trucks already at work. The service to shippers and consignees will conform to the same standards set for Rail Express. Offices of REA will handle air freight traffic on a city terminal basis. Pick up and delivery service will be available eight hours daily except Saturday and Sunday throughout the area defined by REA's own collection and delivery limits.

Emery F. Johnson, president of ACI, who announced the new arrangement, said that the cities named were selected because of the interest of L. J. Eichner, vice president-traffic and sales for TTA, and because of his help in persuading REA to change its mind about performing any service which could help air freight.

For a long time, REA has refused to have anything to do with such an idea, arguing that REA has status as a full carrier—so why should REA help air freight. For the time being, air freight is definitely competitive with REA and to some extent with Air Express.

On the other side of the coin, is the real possibility of additional revenue for the Express company from the by-product lift.

There will probably be some associated with air freight who will fear this development, even though it is to be limited to a six months trial period. For many years, the express department of the Canadian National Railways has handled pick up and delivery for Trans-Canada Airlines. Both companies are government concerns—crown corporations. Even so, the arrangement did not work out completely satisfactorily. In the smaller cities, it helped TCA to be able to offer a complete package. However, TCA was not able to use the express truck drivers as salesmen for air freight.

In the larger cities, as air freight grew, the express company could no longer handle air freight as by-product cartage, so that the arrangement was unsatisfactory for both parties. At the larger cities, TCA has made its own arrangement for pick up and delivery —a much better arrangement the airline says.

A real unknown as AIR CARGO was going to bed, was the position of the Civil Aeronautics Board. The agreement was filed with the Board on March 28. There is no time limit set in which the Board must act. If, by May 1, CAB has not made a ruling the operation may be started.

If, however, the Board finds the agreement objectionable, the agreement undoubtedly would be withdrawn and the matter dropped.

SAS All Cargo Network Expanded In Europe

Scandinavian Airlines System, last month, embarked on a major expansion of its all-cargo European route network. All cargo C-46 service will be offered between Copenhagen and: Frankfurt, Stuttgart, Paris, Dusseldorf, Milan, Oslo, Stockholm, Malmo and Gothenburg. The expanded cargo network will also boost night cargo routes between Scandinavia and London and Amsterdam.

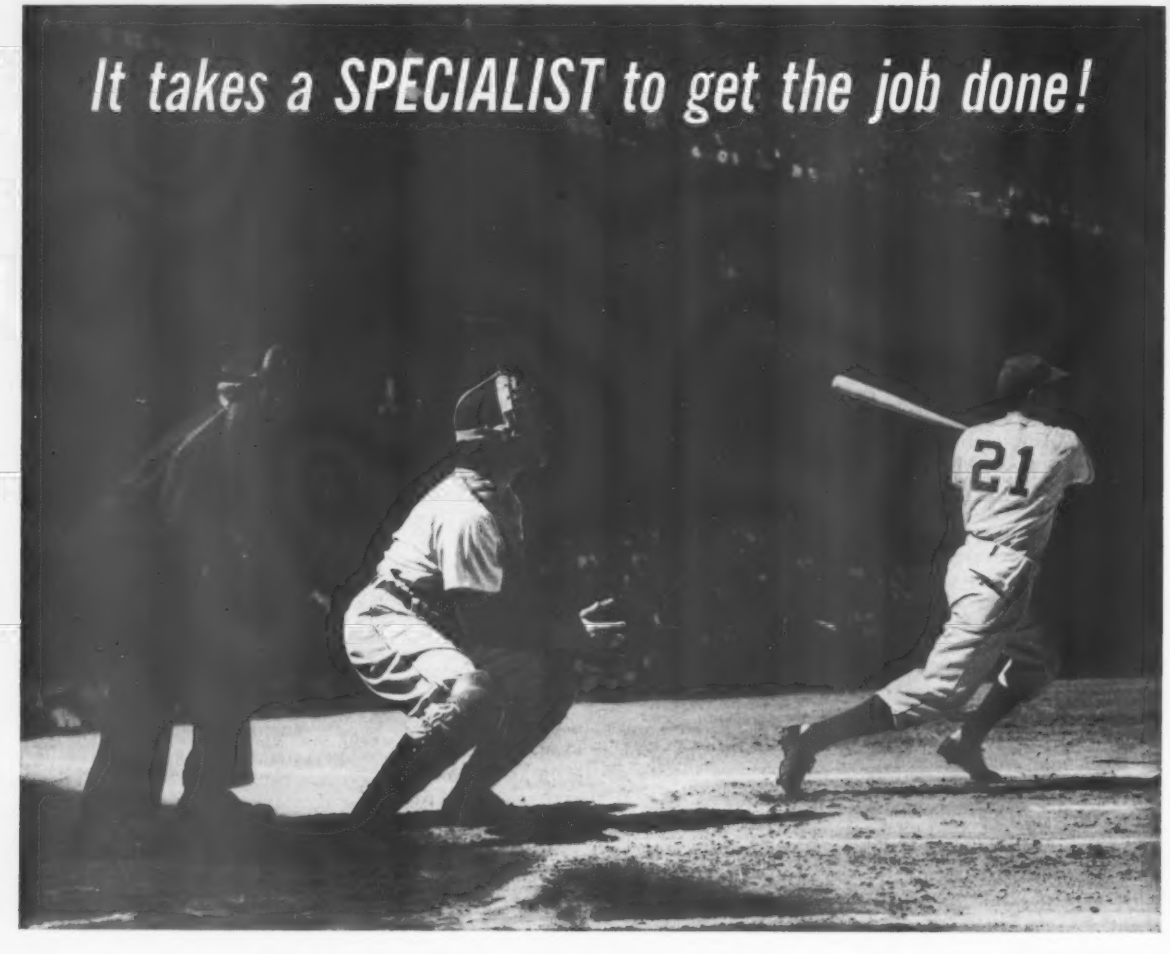
New Tokyo Office Set Up By Airborne

Airborne Freight Corporation boasts a new office in Tokyo, Japan. The office, staffed with six full time employees is located at 9 Katsura-Cho, Asakusa, Daito-Ku. It was set up to handle both outbound and inbound air freight forwarding.

Airborne's president J. D. McPherson was enthusiastic over the future of the new office. He commented that: "One of the greatest growth potentials in the world trade today is that between Japan and the United States. Airborne's large transportation system of 480 stations can pay a great part in offering distribution of Japanese products to American buyers through out the United States; and we can do this with faster service, and lower rates, than any other transportation system in the world today."

Where There Is A Camera—Hams

Graduation day for a group of BOAC cargo sales specialists who had just completed an intensive two week course in "Creative cargo sales." Graduation exercises included a gag picture with the faculty wearing mortarboards and the class wearing a look of supreme sobriety.



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AIR CARGO

MAY, 1960 Vol. 4 No. 5

Forwarders Meet In Festive Mood

Association has made gains all along the line and is looking forward to an expansion of activities designed to promote greater understanding of the forwarder role.

THE Air Freight Forwarders Association met on a happy note last month, at their third annual air freight forwarder night dinner. Business was good and getting better, and the association was gaining recognition as a substantial, rapidly-maturing organization.

In all, some 400 people attended the meeting which was held, as in previous years, in the Sert Room of the Waldorf Astoria. Representatives from all facets of the air freight industry were there—forwarders, cartagemen, airlines, shippers, and members of Congress and the regulatory agencies.

Thomas D. Griffin, president of the Association, reviewed the progress in the past year.

First on his list of things which had contributed markedly to the success of the forwarders, was the decision of the Civil Aeronautics Board in the International Air Freight Forwarder Case. It was this decision which gave the forwarders their very broad operating authority.

Griffin, who is a vice president of Acme Air Cargo, felt that the volume rate structure for transpacific operations, as opposed to the specific commodity rates applicable for transatlantic service, was a step in the right direction.

Further evidence of progress and maturity was seen in the participation of the Association in hearings before Congress and the CAB, and in the development of the initial stages of a program of legislative liaison.

Griffin noted that the association membership had grown during the past year and he anticipated that the next step would be regional meetings in various parts of the country.

One of the high points of the dinner was the award to Alvin E. Levenson, U.S. cargo manager for KLM Royal Dutch Airlines, as cargo man of the year. In presenting the plaque to Levenson, high tribute was paid to KLM for the attention paid to air freight during the 40 years that KLM has operated. Levenson was cited as an outstanding man in air freight development.

Guest speaker of the evening was Representative Oren Harris (D-Ark.), Chairman of the House Committee on Interstate and Foreign Commerce. Rep. Harris responded to being named Legislative Man of the Year, 1960.

Harris said that no country can show real progress without good communications and transportation. The two go together—and they have been a part of American life that he has watched closely for 20 years.

Harris believed that a government has no business telling a shipper what service is to be used, but that the government does have a responsibility to see that shippers have the means to haul products to market. His committee, he said, has tried to bring the legislative processes into focus with the regulatory agencies, and he believed that the transportation regulations would be strengthened.

Harris felt that there was a tremendous potential

Irving W. Goodson, president of Flying Cargo, Inc., who served as chairman of the dinner committee, was singled out for high praise by Association president Thomas D. Griffiin for the success of the dinner.

Members and guests of the Air Freight Forwarders Association in an official photograph of this year's dinner meeting.

for air cargo. He pointed out that in 1959, the Gross National Product was approximately $480 billion and that by 1975 GNP would rise to about $925 billion. This, coupled with jet aircraft, would require air cargo to make a significant contribution.

Louis P. Haffer, executive vice president and counsel for the Association, provided a sober look at the years ahead.

According to Haffer, these are the early hours of a "great convulsive period in the history of air cargo development." The cause, he pointed out, is the introduction of jets with their huge cargo capacities and their significantly faster schedules, and the conversion of large piston engine aircraft like the DC-7s and the Super Hs to all-cargo carriage. With the imminent arrival of all-cargo versions of prop-jets, available lift capacity for air freight, by the end of 1960, will have increased by about 1000% over what it was only three years ago. About 800% of that increase will take place in the year 1960. The years that follow will undoubtedly bring other increases in capacity.

"This explosive multiplication of capacity," he continued, "already in some small part with us, offers a promise of a great future for the industry—but it also poses a great challenge. The challenge rests in the elementary fact that economic realities require that this equipment be adequately utilized by the public in order to pay the bills for it. Obviously, for the airlines themselves, this will require that they no longer continue to subordinate freight to a secondary position in their operations—that they no longer regard air freight as a step child in the house of air transportation.

"All of them, I believe, by now recognize this, and appreciate that in one sudden almost complete about face for many of them, they must disassociate themselves from old concepts, old attitudes.

Haffer believes that most airlines are convinced that they need a new, positive approach to the matter, or they will be in real trouble.

"The big question," he said, "is what they will do—What will this new approach be.

"It certainly should not be a frenzied, wholesale reduction in rates below cost which the recently effective North Atlantic rates include—under the guise of developmental rates. It equally should not be a narrowing of the weight breaks and volume spreads with the result of effectively banishing the forwarder from aiding in the development of a substantial portion of the potential market, as the same North Atlantic structure also does. It certainly should not be a passive reliance alone on the historical half-truth that an increase in capacity will always be followed by some volume gains. It certainly should not be an over dependence on the generosity of the government, either in the form of military freight, which is so very variable, or in restoration to subsidy which, too, is subject to the public's willingness to accept it again. It certainly should not be a number of various other actions which have recently been taken helter-skelter with no apparent useful purpose."

Haffer proposed the immediate formation of an airline-forwarder council. This, he said, would be a fresh approach to the problems of the new air freight era.

"Create a committee of representatives of the airlines

and the forwarders, both domestic and international in each case, to meet on a regular basis in order to discuss, to recommend, and to act in the principal direction of reaching and capturing the mass shipper market in as short a period as is possible. In the interest of the airlines, and the forwarders, as well as the public, it is imperative that the dynamic increase in airlift be accompanied, without any substantial lag, by a comparable increase in tonnage."

Haffer had four items which he thought should be high on the list of things to be considered by such a joint committee.

1. The kind of rate structure (not rates) best suited for the marketing and distribution needs of volume shippers, and others, not currently using air freight, or using it only to a limited extent. This could include a re-evaluation of the position of both participants toward the minimum rate concept; a discussion of the possibility of instituting a special forwarder rate; and a re-consideration of the traditional attitude of each toward the value of joint rate agreements between the airlines and the forwarders.

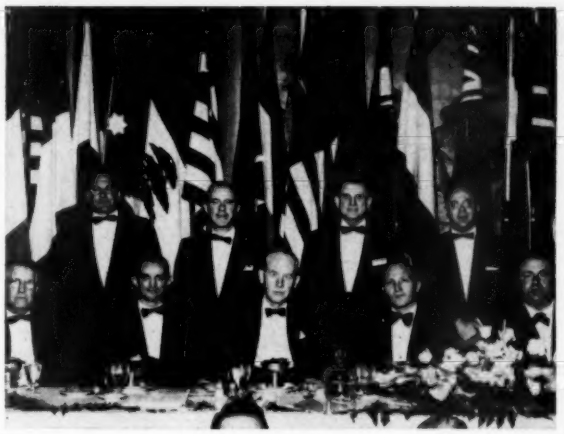
2. The exploration of means of co-operatively expanding combination air-surface movements through forwarder action to tap the vast and waiting off-line market for air freight.

3. A study of the methods by which ground handling facilities and equipment and air cargo terminal areas and facilities may be improved to expedite air freight movements. This might include a hard look at the comparative functions performed by each of the parties in the handling and loading of forwarder-consigned freight, and a re-evaluation also of the techniques used by both the airlines and forwarders in connection with such freight.

4. Consideration of the advisability of co-operation between airlines and forwarders in a creative selling program designed to insure that no possible substantial source of air freight is unapproached. This might also include the possibility of a common program directed to increasing sharply the pool of qualified air sales personnel by encouraging competent people to enter the business.

Haffer thought there would probably be many other matters the council could profitably discuss. But, he warned, the forwarders would see no point in discussions, or even the formation of the council unless the participants are genuinely interested in seeking a solution of hard core problems and not simply in an exchange of meaningless pleasantries or glittering generalities.

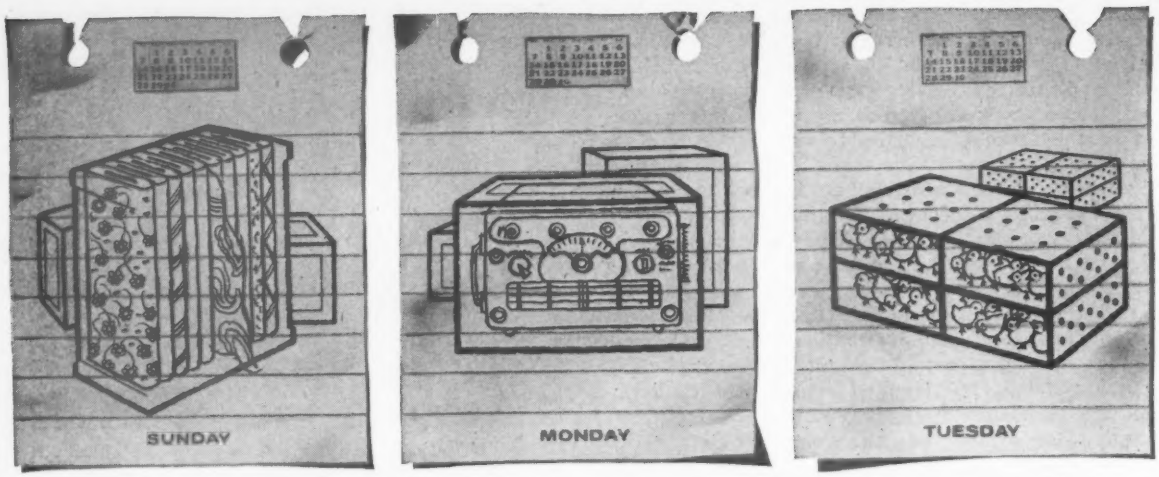
"Too often," he said, "have individual forwarder-airline discussions in the past been used to tranquilize the forwarder and make him happy with a pat on the back or with vague promises of pie-in-the-sky. Airlines, too, have some very legitimate complaints with regard to the spirit with which some forwarders have previously reviewed common problems with airlines. These joint discussions must start out with a prime purpose which must always be kept in mind—the engineering of a crash program to make it possible for the volume of air freight to keep some pace with the growing air lift cap city through the most intelligent and constructive kind of cooperation of which the airlines and the forwarders are capable."



Pictured at the head table are officials and guests of the AFFA. Seated from left to right: Thomas D. Griffin, president; Louis P. Haffer, exec. v.p. & counsel; Whitney Gillilland, Member CAB; Norman Barnett, dir.; Robert Seitel, dir. Standing: J. D. McPherson, dir.; John R. Wiley, Port of N.Y. Authority; Rep. Oren Harris (D.-Ark.); and Morton Brautman, dir.

Thomas D. Griffin, (right) and Louis P. Haffer (left) present guest speaker Rep. Oren Harris with the Association's public service award as the Legislative Man of the Year, 1960.

KLM's U.S. cargo manager, Alvin E. Levenson, expresses his thanks to the Association for the cargo man of the year award.



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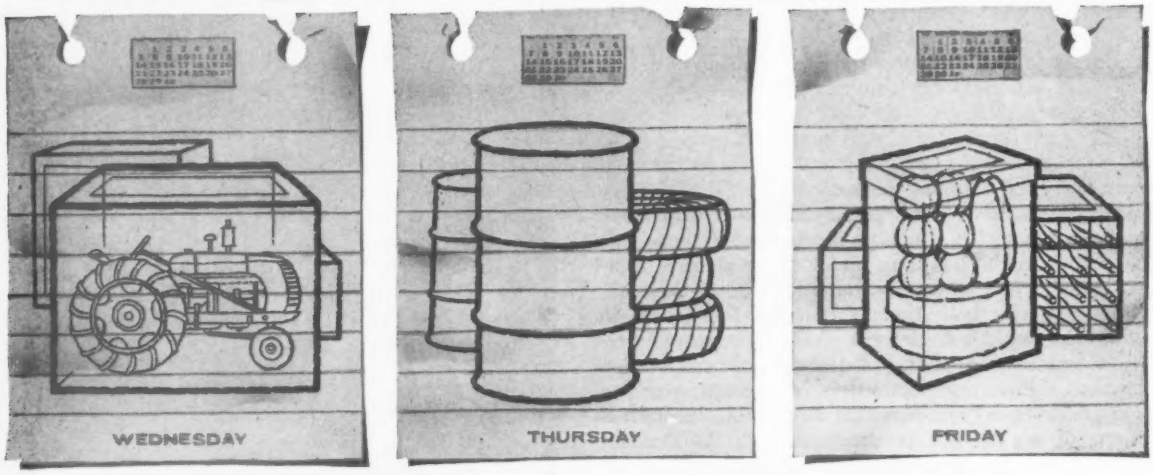

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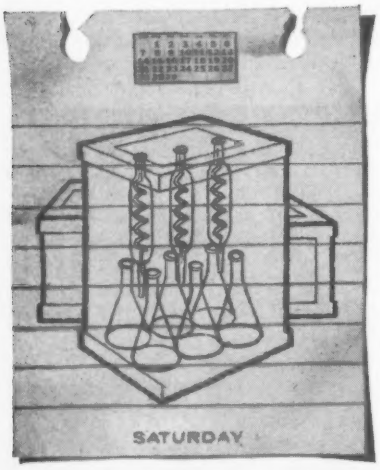

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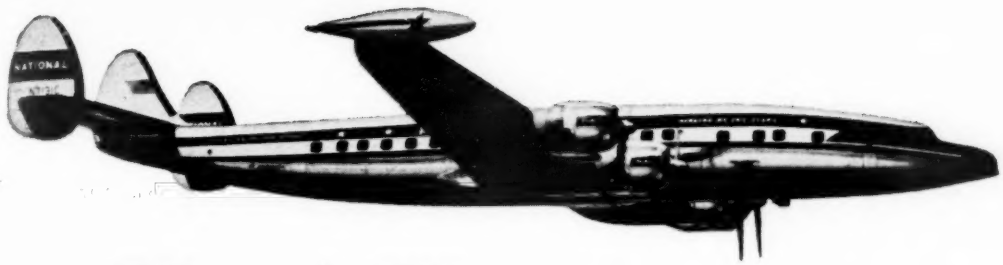

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Interchangeability . . .

Container Standards Develop

American Standards Association submits proposed pallet and container sizes permitting unit loads to be interchanged between the several modes of transport

THERE CAN BE little doubt that air freight is making a serious impact on transportation thinking. The planners of transportation, and this includes those who use as well as those who provide, are giving some real attention to the possibility of increased interchange of cargos between the several modes of transport.

Everyone is pretty well agreed that one fine area where transportation costs can be successfully attacked is in the realm of materials handling.

The MH5 Committee of the American Standards Association is in the thick of the battle. The Committee has set up a Pallet Container Subcommittee which is examining the possibilities for standardization of containers and pallets so that they can be interchanged between air, rail, truck and sea vehicles.

Under the chairmanship of H. H. Hall, a materials handling consulting engineer of Pittsburgh, Pa., the subcommittee met late in February to review what has been done so far toward unitization (either by pallets or containers) and to formulate a standard unit which logically divides into subunits.

The meeting was held in the Aluminum Company of America's shiny aluminum office building in Pittsburgh, and was attended by representatives of aircraft manufacturers, airlines, distribution and materials handling consultants, military, government, railroads, air freight forwarders, shippers, and suppliers to the transportation industry, as well as several of ALCOA's staff.

Hall, as a representative of the American Standards Association, recounted that MH5 resulted from a meeting of the American Society of Mechanical Engineers and the American Materials Handling Association in July of 1958. Four working sub-groups were created to study: Van Containers (truck bodies); Cargo Containers (Conex, and other all-weather, strong, heavy, large containers); Pallet Containers (smaller devices for unitization of loads—particularly air freight—for interchangeability between modes of transport); and International Coordination.

The working groups were further broken down into task forces to study the elements of size, dynamic and static loads, and security (tie-down).

Hall was able to report that very satisfactory progress has been made in developing a series of standard heavy duty Van and Cargo containers for interchange between marine, railroad and highway carriers. He also submitted the sub-committee's proposal for a modular series of lightweight pallet containers.

State laws give trouble

In trying to develop an integrated series of pallets and containers the working groups encountered some almost insurmountable obstacles.

For one thing, regulatory agencies, particularly state bodies, have different rules governing maximum size. What may be acceptable in New York for highway use could be too big for the roads of Pennsylvania.

For railroads, existing tracks, and particularly those within tunnels, were a limiting factor. For steamship use, regional differences in originating traffic suggested variations in size.

As Hall described it, everyone wants the largest possible unit consistent with a particular need. Railroads, for example, take a dim view of a basic unit which will not go through already built tunnels even though such a unit may be ideal for marine transport.

Shippers who were consulted made things no less confusing. Here, too, large containers were applauded, provided they were not too large for a particular type of commodity.

Turning to air freight carriers, Hall pointed out that airplanes are going through the same evolutionary process that the railroad box car and highway van have been through.

Each plane, whether combination passenger and cargo or all-cargo, has been built to the specifications of the user or builder, and cargo has been handled on a "break bulk" basis or on some special size or type of unit load depending on the size, type, capacity or configuration of the plane and the size and location of the loading ports.

Hall felt that progress in the art of aircraft construction has now reached the point where provision can be made to incorporate modern materials handling methods to the transportation of freight by air. There is no reason why the modern concept of containerization cannot be applied to air transportation. This concept involves the furnishing of containers of suitable size and type that can be loaded by the shipper, transported by various carriers and delivered to the consignee without the contents being rehandled.

By adopting standard pallet containers that are interchangeable between air, highway, and rail carriers, much rehandling of loose freight at air terminals can be eliminated, Hall concluded.

As the conferees discussed standardization, it became apparent that there is a reluctance on the part of the transport people to put "containers within containers within containers." As one man pointed out: "there is no economy in putting loose freight into a small box which fits, with several

others, into a larger box, and then putting the whole thing into an all-weather, heavy, truck body."

The airline people indicated similar feelings. The airplane body is, in effect, a container, and containers within containers can only be carried so far without involving a tremendous penalty in cube—volume.

Volume, it was pointed out, is a critical factor whenever unitization is involved. Survey after survey to determine average shipment density has proved of little value when applied to the whole transportation spectrum.

In the work that Douglas Aircraft Company is doing for the Air Force on project 463L, average densities of 12, 10 and seven pounds per cubic foot were considered before deciding that a rigid pallet as a base unit would most nearly satisfy Air Force requirements. Obviously, when commodities weigh but seven pounds per cubic foot, a vehicle's ability to handle weight is not as critical as the ability to handle volume.

While air transport was thinking in terms of seven to 12 pounds per cubic foot, some trucking groups believe 22 pounds per cubic foot makes a better average. For some marine transport, 40 pounds per cubic foot is presumed to be the norm.

Wendell Stevens, cargo sales manager for Pan American World Airways, reported that his airline had done some experimenting. In some cases, PAA was hard pressed to arrive at seven pounds per cubic foot, especially when handling household goods. A bin-like arrangement appeared to have some merit to PAA.

As the meeting drew to a close, many areas had been explored. While there was no general agreement, it appeared that a pallet was the most acceptable basic unit for that part of the standardization program concerned primarily with air freight.

Wendell Stevens was appointed to head a group to see if this was so, or if not, what alternatives the airlines would support.

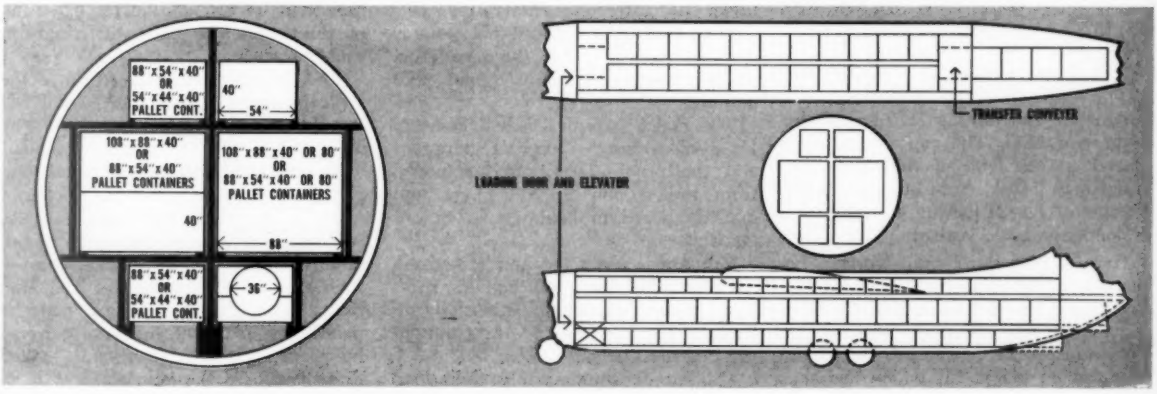
Proposed Standard Sizes of Pallet Containers

Size & Type of Container	Dimensions	Area Sq. Ft.	Capacity in Cu. Ft.	* Number in # Railroad Car, Van Body or Van Container				
Master Pallet Container	108"x88"x80"	66	370	6-BC,	7-Gon,	4-40'V,	3-30'V,	2-20'V
" " "	108"x88"x60"	66	268	11-BC,	7-Gon,	4-40'V,	3-30'V,	2-20'V
" " "	108"x88"x40"	66	177	17-BC,	14-Gon,	8-40'V,	6-30'V,	4-20'V
Jumbo Pallet Container	88"x54"x80"	34	177	13-BC,	14-Gon,	8-40'V,	6-30'V,	4-20'V
" " "	88"x54"x60"	34	128	22-BC,	14-Gon,	8-40'V,	6-30'V,	4-20'V
" " "	88"x54"x40"	34	85	35-BC,	28-Gon,	16-40'V,	12-30'V,	8-20'V
" " "	88"x54"x27"	34	53.5	52-BC,	28-Gon,	24-40'V,	18-30'V,	12-20'V
Large Pallet Container	54"x44"x80"	16.5	89	26-BC,	28-Gon,	16-40'V,	12-30'V,	8-20'V
" " "	54"x44"x60"	16.5	64.7	48-BC,	28-Gon,	16-40'V,	12-30'V,	8-20'V
" " "	54"x44"x40"	16.5	41.7	74-BC,	56-Gon,	32-40'V,	24-30'V,	16-20'V
" " "	54"x44"x27"	16.5	27	100-BC,	56-Gon,	48-40'V,	36-30'V,	24-20'V
Medium Pallet Container	44"x36"x80"	11	57.5	39-BC,	42-Gon,	24-40'V,	18-30'V,	12-20'V
" " "	44"x36"x60"	11	42	72-BC,	42-Gon,	24-40'V,	18-30'V,	12-20'V
" " "	44"x36"x40"	11	27.4	111-BC,	84-Gon,	48-40'V,	36-30'V,	24-20'V
" " "	44"x36"x27"	11	17.2	166-BC,	84-Gon,	72-40'V,	54-30'V,	36-20'V
Small Pallet Container	36"x29"x60"	7.25	28.6	111-BC,	63-Gon,	36-40'V,	27-30'V,	18-20'V
" " "	36"x29"x40"	7.25	18.6	172-BC,	126-Gon,	72-40'V,	54-30'V,	36-20'V
" " "	36"x29"x27"	7.25	12.2	240-BC,	106-Gon,	108-40'V,	81-30'V,	54-20'V
Half Size Pallet Cont.	44"x27"x27"	8.25	16.8	6 to 54"x44"x80" pallet container				
" " " "	44"x27"x13½"	8.25	8.1	12 " " " " " "				
Quarter Size Pallet Cont.	27"x22"x27"	4.12	8.2	12 " " " " " "				
" " " "	27"x22"x13½"	4.12	4.	24 " " " " " "				

* BC=50½ ft. Standard Box Car, Gon=52½x9½ ft. Gondola, V=Van Body or Van Container.

The capacities shown assume the containers 40" or less in height are open at top and all higher containers are entirely enclosed and that Master and Jumbo Containers have 2 in. walls, Large and Medium containers 1½ in. walls, Small containers 1 in. walls and Half and Quarter Size Containers ½ in. walls with all Pallet Containers having 4 in. under clearance except Half and Quarter Size containers which are entirely enclosed and interlocking with no under clearance.

Standard Pallet-containers In Large Low Floor Cargo Planes



PAA Cargo Capsules Cut Ground Time

Shippers will also be able to take advantage of the new containers which are designed to eliminate pilferage and damage.

Aided by roller conveyors, Pan Am cargo handlers line up a capsule for transfer to a Boeing 707 jet.

A train of five jet PAAKs awaits loading in Miami for the flight to San Juan. The capsules will soon be used throughout the entire Pan Am route system.

By DONALD J. FREDERICK

Pan American World Airways is actively laying the groundwork for an efficient system of containerization in the jet age. Current experimentation centers around the Boeing 707 jets assigned to the Latin American Division, and will have a strong bearing on any future systems which may be applied to the all-cargo jet of the future.

Pan Am's Latin American Division engineers, working with the engineering staff of Lockheed Special Products, Atlanta, Georgia, created the new equipment, which was "tailored" to fit the hulls of the Boeing 707 jets and the large 707 Intercontinental. Lockheed claims the system can handle almost 10 tons of cargo and baggage in minutes.

Pan Am is counting on big savings in ground time. The capsules can be placed on the floor of the cargo terminal and loaded from either side, so the minute one of the big jets lands the preloaded capsule is ready.

Here is how the system works. The cargo is moved into position beside the aircraft on standard carts fitted with a conveyor track. The conveyors on the carts transfer the capsules to the lifting platform on a fork lift which has also been fitted with conveyors. The fork lift, in turn, raises the capsule to the cargo opening where it is manually rolled off the platform through the cargo door. There, a two-way "switch track" allows the capsule to be rolled forward or aft where devices lock it in place.

Each unit can carry 1500 pounds of cargo, mail or baggage. Dimensions of the capsules are 98 by 48 by 42 inches. Each container has 72 cubic feet of interior space, contoured to fit the cargo compartment. Pan Am can accommodate seven of the aluminum capsules in the belly compartments of the larger 707 Intercontinentals.

Each unit weighs about 175 pounds with the total weight of the installation in the aircraft totaling about 220 pounds.

The sealed capsules, called Pan Am Jet PAAks, are waterproof, fireproof and theftproof. They can be moved from the station to the plane and loaded aboard in heavy rain without damage.

Pan Am is using the new system on the Miami-San Juan and the New York-San Juan routes and will eventually introduce the Pan Am PAAks throughout South America.

Pan Am does not consider the added weight of the capsules a handicap. As one PAA official put it: "Investment of as much as $6,500,000 in a single aircraft means that each minute of ground waiting time costs us a fantastically high figure. Cargo, because of variable shapes, sizes and weights, takes much time to load on a piece-by-piece basis. The same is true of mail and baggage. Our early experience proves previous methods to be too slow for practical use on jets."

As handling techniques are perfected, Pan Am will call in ground operations personnel from the field for schooling at Miami, New York and San Juan, in preparation for extension of the method to its Latin American route network.

PAA has already received 50 of the 70 capsules now on order. Total bill for the Pan Am PAAks is $150,000, averaging a little over $2000 a piece.

Shippers will also be able to take advantage of the new system. Lockheed made it clear that the cargo capsules will be made available to large manufacturers and shippers of small items—such as electrical appliances and auto parts. The cargo capsules can be packed and sealed at the factory, driven by truck to the airport, and loaded directly aboard the jetliner.

CAB

Interim Rates Approved For Nonpriority Mail By Air

Civil Aeronautics Board has finalized interim rates for the transportation of nonpriority mail by air. Pending conclusion of a proceeding to establish final rates (Docket 10920), the Board established payment on a multi-element rate formula at rates 50% of those in effect for the air transportation of mail designated as airmail.

The Board established the rates over the objections of various airlines, the Association of American Railroads and the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, especially in light of a statement by the Postmaster General as to the urgency of the rates.

The Board pointed out that the interim rate formula would produce like payments for like service and at the same time take into account different characteristics in the mail transportation by, for example, providing a higher yield for short-haul carriage than in long-haul markets. "We believe," the Board said, "that it would be unjustified on our part to preclude the Post Office Department from transmitting nonpriority mail by air through failure to establish fair and reasonable rates of compensation for the carriage of mail."

The Board considered a number of factors in arriving at the interim formula. The rates which will be established are below fully allocated costs and well above added costs, the standard set by the Board in previous nonpriority regular mail rate proceedings. They are below the higher priority regular air freight rates, comparable to directional rates, and substantially higher than deferred freight rates (see chart). The Post Office Department has indicated that it would not use nonpriority mail service at higher rates.

Under the interim plan, regular air freight will be moved before nonpriority mail. In fact, the carriers, as a general rule, will give preference to airmail, air parcel post, air freight, air express and passengers before nonpriority mail will be transported. However, deferred air freight, the Board said, should not be permitted to impede the movement of nonpriority mail.

The Agency made the interim rates effective until the date of any final rates prescribed in Docket 10920.

Carriers eligible to participate in the movement of nonpriority mail include: AAXICO, Alaska, American, Braniff, Capital, Continental, Delta, Eastern, The Flying Tiger Line, Northwest, Pacific Northern, Pan American, Riddle, Slick, Trans World, United and Western airlines.

CAB Vice Chairman Chan Gurney, in a separate concurring and dissenting statement, agreed that a sound rate formula should be established but felt the interim rates were inadequate in view of costs experienced by the participating carriers.

Said Gurney: "The Board has established the rate at one-half the current rate for the carriage of air mail. Under this rate, the estimated average yield to the carriers for 62 segments . . . is

Where Air Cargo Comes From

The top 15 cities enplaning freight, express and mail for the year ended December 31, 1958 as compiled by Civil Aeronautics Board's Bureau of Air Operations for exhibits in the Domestic Cargo Mail Services Case. The figures represent only outbound domestic traffic and were taken from the form 41 reports filed by the certificated airlines with the Board.

Stations	Total Mail	Express and Freight	Total Tons	Percent of Total Ton
NEW YORK CITY—All Purpose Carriers	19,920	54,849	74,769	84.74
AAXICO	72	1,696	1,768	2.00
Flying Tiger	138	6,840	6,978	7.91
Riddle	171	4,054	4,225	4.79
Slick	23	483	506	.57
Total Cargo Carriers	405	13,073	13,478	15.27
Total All Carriers	20,325	67,922	88,247	100.00
CHICAGO—All Purpose Carriers	24,462	54,754	79,216	93.26
Flying Tiger	80	3,135	3,215	3.78
Riddle	50	2,087	2,137	2.52
Slick	37	340	377	.44
Total Cargo Carriers	167	5,562	5,729	6.74
Total All Carriers	24,629	60,316	84,945	100.00
LOS ANGELES—All Purpose Carriers	10,968	29,069	40,037	85.90
Flying Tiger	.....	6,297	6,297	13.51
Slick	.....	277	277	.59
Total Cargo Carriers	.....	6,574	6,574	14.10
Total All Carriers	10,968	35,643	46,611	100.00
SAN FRANCISCO—All Purpose Carriers	8,645	20,748	29,393	82.58
Flying Tiger	349	5,581	5,930	16.66
Slick	2	267	269	.76
Total Cargo Carriers	351	5,484	6,199	17.42
Total All Carriers	8,996	26,596	35,592	100.00
DETROIT—All Purpose Carriers	2,950	15,755	18,705	83.26
Flying Tiger	.....	2,085	2,085	9.28
Riddle	9	1,390	1,399	6.23
Slick	3	274	277	1.23
Total Cargo Carriers	12	3,749	3,761	16.74
Total All Carriers	2,962	19,504	22,466	100.00
DALLAS—All Purpose Carriers	5,524	13,628	22,352	.....
ATLANTA—All Purpose Carriers	3,551	8,051	11,602	64.09
AAXICO	50	1,412	1,462	8.08
Riddle	96	4,943	5,039	27.83
Total Cargo Carriers	146	6,355	6,501	35.91
Total All Carriers	3,697	14,406	18,103	100.00
WASHINGTON, D.C.—All Purpose Carriers	7,111	9,398	16,509	.....
CLEVELAND—All Purpose Carriers	2,133	10,977	13,110	84.29
Flying Tiger	4	1,748	1,752	11.26
Riddle	9	609	618	3.97
Slick	1	73	74	.48
Total Cargo Carriers	14	2,430	2,444	15.71
Total All Carriers	2,147	13,407	15,554	100.00
BOSTON—All Purpose Carriers	2,009	11,137	13,146	89.71
Flying Tiger	2	1,136	1,138	7.77
Riddle	.....	185	185	1.26
Slick	2	183	185	1.26
Total Cargo Carriers	4	1,504	1,508	10.29
Total All Carriers	2,013	12,641	14,654	100.00
PHILADELPHIA—All Purpose Carriers	2,417	8,825	11,242	88.59
Flying Tiger	.....	1,011	1,011	7.97
Riddle	5	301	306	2.41
Slick	2	129	131	1.03
Total Cargo Carriers	7	1,441	1,448	11.41
Total All Carriers	2,424	10,266	12,690	100.00
MIAMI—All Purpose Carriers	2,514	3,252	5,766	59.96
Riddle	22	3,829	3,851	40.04
Total All Carriers	2,536	7,081	9,617	100.00
DENVER—All Purpose Carriers	2,555	6,446	9,001	.....
MINNEAPOLIS/ST. PAUL—All Purpose Carriers	2,265	5,720	7,985	99.91
Flying Tiger	.....	7	7	.09
Total All Carriers	2,265	5,727	7,992	100.00
SEATTLE—All Purpose Carriers	3,361	3,363	4,724	88.38
Flying Tiger	5	879	884	11.62
Total All Carriers	3,366	4,242	7,608	100.00

Air Cargo Rates Versus Nonpriority Mail Rates

		RATE PER TON-MILE				
		Specific Commodity[1]		Deferred Airfreight		
Origin-Destination	Mileage	100 Pound Shipment	1,000 Pound Shipment	100 Pound Shipment	1,000 Pound Shipment	Nonpriority Mail
New York-San Francisco[2]	2,587	22¢	21¢	11¢	11¢	16¢
New York-Dallas[3]	1,381	22	22	X	X	17
Chicago-Denver	909	24	23	11	11	19
Boston-Chicago	859	22	22	14	14	19
New York-Atlanta	762	22	22	X	X	19

[1] Lowest available ton-mile rates for printed matter under tariffs in effect as of December 1, 1959.
[2] The directional rate (eastbound) from San Francisco to New York for specific commodity is 16 cents per pound for a 100-pound or a 1,000-pound shipment.
[3] The directional rate from Dallas to New York for specific commodity is 13 cents per pound for a 100-pound or a 1,000-pound shipment.

18.83¢ per ton mile according to Bureau Counsel (17.59¢ is estimated as the average yield on the seven Seattle-Alaska segments). These yields will not equal fully allocated costs of the carriers about which there is considerable variation and dispute."

Gurney estimated that a rate based on the formula of 100% of the terminal charge plus 50% of line haul charge for regular air mail would result in an average yield of approximately 20.27¢ a ton mile. "This rate," he said, "while not meeting fully allocated costs and certainly not providing for any return element, will be more equitable to the carriers and should not burden the Post Office with excessive charges."

Three U.S. Carriers Retain Military Rate

The Civil Aeronautics Board has allowed three U.S. flag carriers—Pan American World Airways, Seaboard & Western Airlines and Trans World Airlines—to continue the military impedimenta rate. The three carriers asked for extension of the rate following receipt of an Air Force letter asking them to continue the present rates.

Noting that the IATA Traffic conference had voted to drop military impedimenta rates, the Air Force advised the U.S. carriers that it was engaging in a test of common carriage services and "such tests were predicated upon the military impedimenta rate." Since IATA carriers dropped the rates April 1, the three U.S. carriers made the rates available in a special tariff.

ATA Volumair Proposal Draws Board Disapproval

Civil Aeronautics Board has struck down the Air Transport Association's Volumair plan in light of its competitive impact upon the supplemental air carriers and its anti-trust implications.

The Volumair proposal, adopted by the Air Traffic Conference of ATA, called for a program of concerted activities in the field of domestic commercial charter services.

In turning down the Volumair plan, the Board recognized that neither the scheduled nor the supplemental air carriers have an unqualified claim to charter business. "The fact remains," CAB said, "That Volumair is a program calling for substantial concerted activities by the scheduled air carriers in the highly-competitive commercial charter market, and that even limited concerted action by them of the nature contemplated would have a serious adverse impact on the supplemental carriers."

The Board further held that Volumair members would, "at least implicitly, be holding out to the public not only its own capacity for charter business but the capacity of all the participating members. These activities are clearly those of a combination within the meaning of the anti-trust laws," CAB concluded.

The decision was clearly a victory for the supplementals. Clayton L. Burwell, president of the Independent Airlines Association said that his carriers were "enormously pleased with the decision." He also expressed the hope that the decision "indicates a recognition of the primary responsibility the Board has placed on the supplementals for the further development of the charter business."

CAB Permits More Talks On Caribbean Cargo Rates

Civil Aeronautics Board has authorized, until October 15, continuation of talks by members of the Caribbean Air Transport Association relating to cargo rates in the Caribbean area. Simultaneously, the Board authorized extension of a cooperative study of comparative costs of surface and air movements of cargo in the area which is aimed at improving the ability of the carriers to compete with surface transportation.

CAB Calls For Hearing On Capital's Subsidy Bid

Civil Aeronautics Board will hold a full evidentiary hearing before acting on Capital Airlines' application for almost $13 million in subsidy.

In calling for a full hearing on the Capital request, the Board took into consideration: (1) the length of time Capital had been off subsidy (since October 1, 1951); (2) the disparity between Capital's financial position of the past several years and that of other comparable domestic trunkline carriers; (3) the basic question of subsidizing a trunkline carrier which has been subsidy free for an extended period of years and whose operations are directly

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competitive with other trunkline carriers which are not seeking subsidized support; (4) and the need for development of a complete record with respect to the financing and equipment program of Capital, and the relationship of the program to its statutory need under honest, economical and efficient management.

Tentative Board Decision Vetoes PAA-NAL Stock Plan

In a tentative press release decision, Civil Aeronautics Board has voted to approve the short-term and long-term equipment lease agreements between Pan American World Airways and National Airlines. Simultaneously, the Board turned thumbs down on the stock and option agreement proposed by the two airlines.

The stock and option agreement tentatively rejected by the Board involves a mutual exchange of 400,000 shares of stock by the two airlines and an option for Pan American to acquire 250,000 additional shares of National's stock. Shares of stock already transferred under the agreement have been held in trust pending final action of the Board on the entire arrangement.

NWA And PAA Favored By CAB For Hawaii Route

Civil Aeronautics Board has issued a decision which favors both Pan American World Airways and Northwest Airlines for permanent authority between the co-terminals Seattle/Tacoma and Portland, Ore., and the terminal Honolulu.

By so ruling, CAB overrode Hearing Examiner Ferdinand D. Moran's initial decision which favored a permanent certificate for Northwest Airlines but dropping Pan Am's certificate for the route.

In reversing the examiner, the Board found that two-carrier operation over the route is required due to the: (1) substantial volume of Pacific Northwest-Hawaii traffic presently available; (2) rapid economic development of both the Pacific Northwest and Hawaii; (3) strong community of interest between the two areas; (4) traffic generating impact which the use of jets will have on the market; and (5) public benefits accruing from competition.

CAB Okays Atlantic Rates Over Forwarder Objections

The Civil Aeronautics Board has affixed the stamp of approval on the North Atlantic cargo rates announced by the International Air Transport Association last year. In approving the rates, the Board bypassed objections raised by the Air Freight Forwarder Association and Air Express International Corp.

The forwarders contended that the rate structure proposed by the IATA carriers would hinder the development of the transatlantic market and also restrict forwarder participation.

Under the new North Atlantic rate structure, general cargo rates are maintained at the past level, but a new volume rate has been introduced. CAB estimates that the new volume level will provide a 35% discount from the general cargo rate at the 500 kilogram weight-break.

In addition, new reduced commodity rates are now in effect for 17 commodity items with the rate level in the range of 15.5¢ to 22.0¢ per ton mile.

CAB noted that full consideration had been given to the arguments advanced by the freight forwarders, and although "not without merit, they do not warrant disapproval of the agreement, or approval for a limited period."

CAB observed that the new rate structure may afford no greater latitude than that now in effect for exercise of the forwarders' consolidating activities. Indeed, CAB said, the rates "may be somewhat more restrictive in this regard insofar as that portion of the total market covered by the new low specific commodity rates is concerned." However, the Agency felt that "the agreement as a whole should contribute to the over-all development of the North Atlantic cargo market."

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		.30	2200
	Milan-Turin	.33	100
	Geneva-Zurich	.30	2200
	Rome	.34	100
		.31	2200
Adding and/or Computing Machines & Parts	London	.32	100
		.30	6600
	Milan-Turin	.33	100
	Geneva-Zurich	.30	6600
	Rome	.34	100
		.31	6600
Radio, TV and Comb. Radio TV & Radio Phono. Electrical Household Appliances & Parts.	London Milan-Turin Geneva-Zurich Frankfurt	.36	100
	Rome Madrid	.37	
Scientific, Dental Precision & Surgical Instruments and Parts Optical Goods	London Milan-Turin Geneva-Zurich Frankfurt	.37	100
	Rome	.38	

These are only a few samples of the numerous new lower specific commodity rates available in Alitalia's international air cargo tariff. In addition to these reductions, general commodity rates have been lowered to offer you a 35% discount for minimum weights of 1100 pounds per shipment. You can reserve space on all Alitalia flights for your cargo shipments.

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CAB BRIEFS

South Pacific Air Lines has been authorized to carry mail on a nonsubsidy basis between Honolulu, Hawaii and the Society Islands until 90 days after final decision on SPAL's application in the Trans-Pacific Route Case.

TAI, French Air Line has been issued a foreign air carrier permit authorizing operations between Noumea, New Caledonia and Los Angeles via the intermediate points Papeete, Tahiti; Bora-Bora; and Honolulu, Hawaii. The carrier was also authorized to perform off-route charter trips.

New York Airways' certificate has been modified and renewed for a period of seven years.

Delta Air Lines has been authorized to suspend service temporarily at Ciudad Trujillo, Dominican Republic, until April 1, 1961.

Northeast Airlines has asked for authority to suspend operations at Pawtucket-Woonsocket, R.I.

BOAC and **Air France** have added Los Angeles to their routes in accordance with bilateral agreements with the U.S. BOAC will fly a London-Los Angeles polar route while Air France will be permitted to add Los Angeles as a U.S. terminal on a new route to one or more points in France.

American Airlines and Ozark Air Lines have filed a joint petition asking the Board to suspend American's service at Peoria and Springfield, Ill. on the carrier's Route 4 and to give Ozark exemption authority to operate one-stop service between St. Louis and Chicago via Springfield and Peoria.

Delta Air Lines has asked for exemption authority to serve Pensacola, Fla., as an intermediate between Meridian, Miss., and New Orleans on all-cargo flights during the periods from April 15 to July 31 and from Sept. 15 to Dec. 31. Delta explained the flights would be conducted for the Roman J. Claprood Co. for the transportation of gladioli.

West Coast Airlines becomes the first local service carrier authorized to fly an international route following the Board's decision to allow the carrier to operate over a new route between Spokane, Wash. and Calgary, Canada.

Eagle Airways (Bahamas) Ltd. has been cleared to serve Miami through Miami International Airport.

ASA International Airlines has started service from Miami to Panama, Quito and Guayaquil. Freight for the Miami-Panama-Ecuador schedule should be consigned to ASA International Airlines, East Air Cargo Building No. 3, Miami International Airport. The mailing address is: P. O. Box 214, Miami 48, Florida. F. S. Buchanan, ASA's chairman of the Board, said he anticipates a rapid expansion of ASA's schedules from Miami to all the airline's points in Latin America.

Polynesian Airlines Limited has been granted a foreign air carrier permit which authorizes the carrier to fly a route between Faleolo, Western Samoa and Tafuna, American Samoa. The permit has been approved by President Eisenhower.

Wien Alaska Airlines has been authorized to fly mail between Eagle and Chicken, Alaska, and to operate new route segments between Kaltag and Nulato and between Fairbanks and Livengood.

The air freight rate between Chicken and Eagle is five cent per pound; between Chicken and Fairbanks, 10¢ per pound.

CAB CALENDAR

MAY

May 16—**Reopened Intra-Alaska Case,** hearing, tentative (Docket 609 et al).

May 23—**Sarasota-Bradenton Investigation,** hearing, tentative (Docket 10369).

May 23—**Allegheny Airlines Renewal of temporary points,** hearing, tentative (Docket 10162).

May 31—**Buffalo-Toronto Route Case,** hearing, tentative (Docket 7142 et al).

JUNE

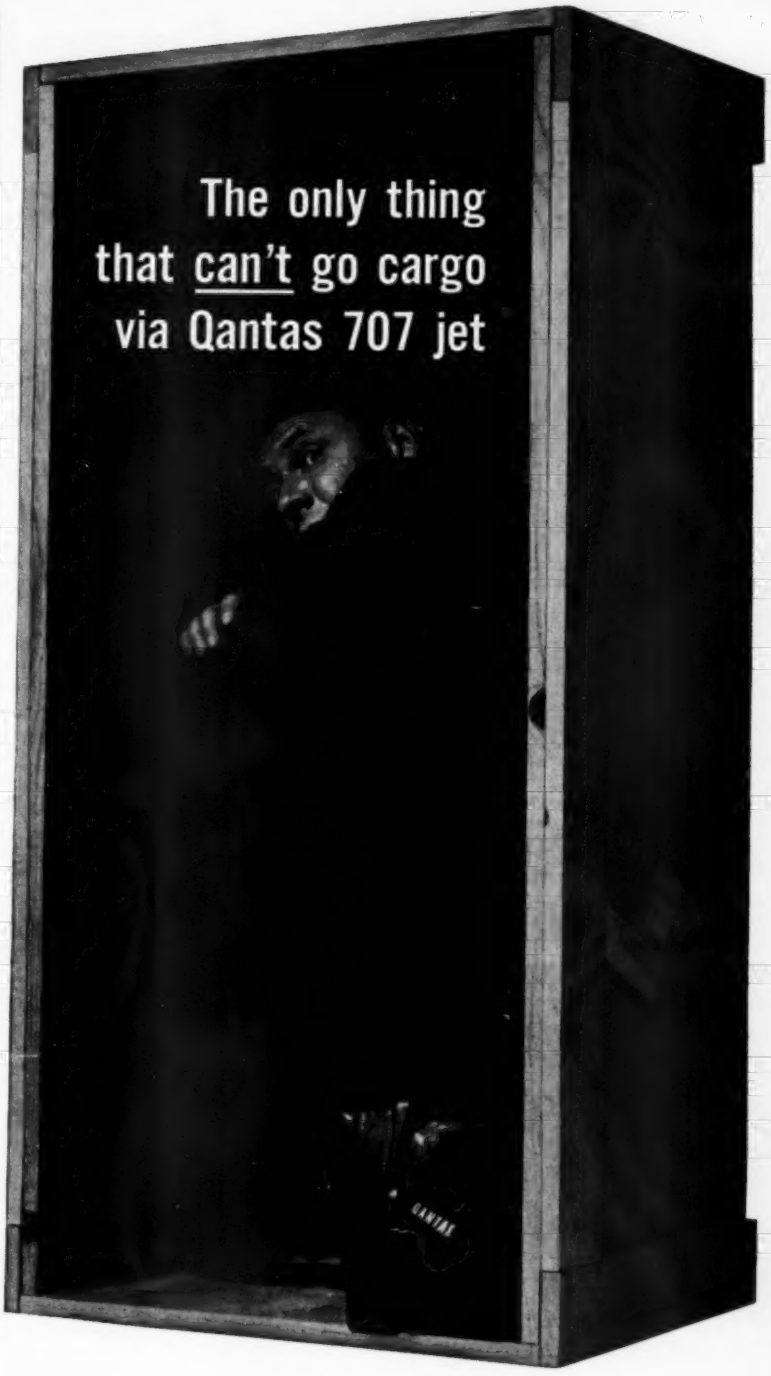
June 1—**West Coast Airlines Renewal of temporary points,** hearing, tentative (Docket 10064).

June 6—**Reopened Pan American Mail Rate Case,** hearing, tentative (Docket 1706-A).

June 7—**North Central Airlines Renewal of temporary points,** hearing, tentative (Docket 10036).

June 8—**Reopened Large Irregular Air Carrier Investigation,** hearing tentative (Docket 5132 et al).

June 21—**Greensboro-High Pt. Adequacy of Service Case,** hearing, tentative (Docket 8106 et al).



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Carrier Round-Up

KLM Royal Dutch Airlines, this month, inaugurates daily DC-8 jet service between New York and Amsterdam. On July 13, the carrier will also begin DC-8 jet service between Houston and Amsterdam, via Montreal.

Air France has opened a new Cincinnati office in Room 1305 Fifth Third Bank Building. In addition, the carrier has begun twice weekly jet service between Los Angeles and Paris.

Trans-Canada Air Lines chalked up 15,100,000 freight ton miles in 1959, an increase of 16.8% over 1958, while providing next-day delivery to cities up to 1500-miles apart and second-day delivery to points beyond. During the same period, TCA carried 10,905,000 ton miles of mail for a 5% increase and 2,653,000 express ton miles, a 7.5% increase.

United Air Lines, in 1959, flew 75,209,000 freight ton miles for an 11% increase over 1958. Express ton miles totaled 12,001,000, up 9% and mail ton miles reached 33,055,000 ton miles, up 1%

United is offering DC-8 jet service between the Pacific Northwest and Chicago. Initial service consists of two daily roundtrip flights between Seattle-Tacoma and Chicago, one nonstop and the other via Portland, Ore.

Pan American World Airways is planning to begin Boeing 707 jet service to Brazil's new capital, Brasilia. Also, on June 1, the carrier will begin 707 jet service from New York to Rome via Lisbon, Barcelona, and Nice.

In addition, during the peak season this summer, Pan Am will be operating 100 jet flights a week between the U.S. and Europe, 50 flights in each direction.

Japan Air Lines is planning to buy three Convair 880 jetliners. The first would be delivered in May, 1961, the second and third in June, 1961.

American Airlines, during February, boosted air freight ton miles 28% to 9,434,000 over the same month in 1959. Air express was up 27% to 939,000 ton miles, and airmail ton miles reached 1,603,000 for a 6% gain.

CMA Mexican Airlines has cancelled its general traffic and sales agency agreement with Pan American World Airways. Concurrently, CMA announced plans to enlarge its Los Angeles office and will establish new offices in San Antonio and San Francisco.

Ethopian Airlines, in 1959, carried 7,068 tons of air freight for a 26% increase over the year before. Air mail volume reached 167 tons for a 25% increase.

The Flying Tiger Line has received $1,081,000 in contracts for flying all-cargo runs for the Military Air Transport Service on the Pacific and Atlantic oceans during March and April.

El Al Israel Airlines will take delivery of two Boeing 707 jets in May and June, 1961.

Braniff Airways, in 1959, flew 11,279,386 ton miles of air express and air freight and 4,573,282 ton miles of air mail.

BNF is offering Boeing 707 jet serv-

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British Overseas Airways Corp. has opened a new sales office in Beverly Hills, Calif., at 9474 Wilshire Blvd.

North Central Airlines, during the last seven months of 1959, generated 2,112,294 pounds of air freight. Mail carried on NOR flights reached 4,856,740 pounds of mail.

Southern Airways is buying five Martin 4-0-4s from Eastern Air Lines and has taken an option on five more.

British European Airways and **Olympic Airways** have begun joint operations under a consortium agreement. In effect, the agreement will permit the two airlines to work in close partnership on trunk routes to and from the Eastern Mediterranean via Paris, Rome and Athens.

East African Airways, in February, flew 195.1 tons of cargo for a 40.9% increase over the same month in 1959. Mail reached 45.1 tons for a 28.7% gain.

Swissair's summer schedule includes three DC-8 flights weekly in each direction on the Zurich-Geneva-New York route from June 6 to June 30. A fourth flight will be added July 1. On July 26, frequency will be increased to nine roundtrips weekly and on September 11 to 12 flights.

Hawaiian Airlines has leased a DC-6C aircraft from AAXICO Airlines. The move followed an announcement that HAL was the successful bidder in a $900,000 Military Air Transport Service contract to transport cargo and personnel between Hawaii and the Marshall Islands.

In addition to the Marshall Islands service, HAL continues to transport military personnel and cargo to Midway Island. The airline has been operating these flights under a year-long contract with MATS which provides for nine monthly roundtrips between Honolulu and Midway through September 1960.

Air Express International Corporation has moved into a new London office. The new facility, which is located at London Airport, serves as AEIC's U.K. headquarters and is managed by David J. Kelsall.

The new **Air France** headquarters in Atlanta is located in the Fulton National Bank Building, Suite 1703.

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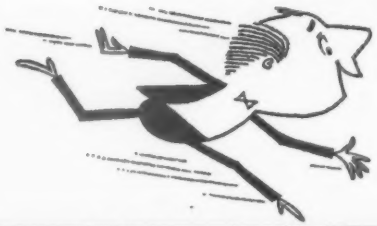

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879	873	871	883	735	Read Down	Read Up	874	872	870	882	734
	00 10				Lv NEW YORK, La Guardia (EDT) Ar			05 53			
					Lv NEW YORK, Newark Ar				05 40		
	00 10				Lv PHILADELPHIA Ar				05 52		
			21 30		Lv ROCHESTER Ar						
			22 30		Lv BUFFALO Ar						
		23 30			Lv DETROIT (EST) Ar					04 50	
01 25		01 25		00 05	Lv CLEVELAND (EDT) Ar					04 55	
					Lv PITTSBURGH Ar		04 15				04 30
	01 00				Lv WASHINGTON (EDT) Ar			01 03	04 40		
02 32	03 45	02 45	02 32		Ar RALEIGH-DURHAM (EST) Lv		01 10	01 30	05 30	05 55	
		03 45	03 30		Ar ATLANTA (EST) Lv			22 00	05 20		
					Ar BIRMINGHAM (CST) Lv						
					Ar MOBILE Lv						
					Ar NEW ORLEANS (CST) Lv						
04 49	03 55			03 25	Ar TAMPA, ST. PETERSBURG (EST) Lv		22 00				01 05
					Ar MIAMI (EST) Lv						

WESTBOUND — EASTBOUND

910	940	920	930	901	Read Down	Read Up	933	919	929	939	949
	22 30	23 45	23 15	From	Lv NEW YORK, Newark (EDT) Ar		03 10	To		05 30	07 00
	23 40			ELC	Lv PHILADELPHIA Ar			CHEY			06 12
23 10				00 50	Lv WASHINGTON (EDT) Ar			04 20			07 22
	00 45				Ar TOLEDO (EST) Lv						08 57
	01 00				Lv TOLEDO Ar		00 15	01 35			
00 00		00 25			Ar DETROIT Lv		23 40	00 56			
00 30		00 55	02 23		Lv DETROIT (EST) Ar				23 55	01 15	02 00
	01 05	02 23	03 55	01 55	Lv CHICAGO, Midway (CDT) Ar					03 45	
02 30		03 55			Lv CHICAGO, Midway Ar		02 45	22 58			
03 50					Ar MILWAUKEE Lv			23 33			
03 57		03 40			Ar MINNEAPOLIS-ST. PAUL (CST) Lv			21 20		22 00	

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PEOPLE

Jack Hiller, Jr. is filling the newly created post of manager-cargo, military, and government sales for Allegheny Airlines. Hiller is an Allegheny veteran having joined the carrier's predecessor, All-American Airways, in 1942 as chief accountant. In 1957, he was named district sales manager for the airline in the Washington-Baltimore areas.

Alex Igyarto has been boosted to cargo sales manager, North America, by Sabena Belgian World Airlines. Igyarto has been holding down the post of regional cargo sales manager for the past year. Before joining Sabena, he held a similar position with Northwest Airlines.

Robert W. Lake is Lufthansa's new eastern regional cargo sales manager. He was formerly associated with Seaboard & Western Airlines as interline and sales manager and with SAS as district cargo sales manager. Lake will be headquartered in New York where he will assist the North American cargo sales manager, Joerg Paetow.

John D. Holahan has been named New York district sales manager for Pacific Air Freight. Holahan is not new to the air freight forwarding field. He has been with Pacific and Ace Air Freight, its eastern predecessor for five years.

Previously, he was associated with Eastern Air Lines, the United Fruit Company and the Military Air Transport Service.

Bernard E. Tenney, the former Western regional sales manager for The Flying Tiger Line, has joined the sales staff of Airborne Freight Corporation at Los Angeles. In his new slot, Tenney will work to implement the firm's expanded program of sales and operations in Southern California.

Also at Airborne, **Norman P. Hunt** has joined the firm as assistant district manager for Portland. Hunt will help direct the company's expanding sales and operations program in the northwest and throughout the Pacific. He was formerly with West Coast Airlines for 13 years, his last position having been station manager at Portland.

Airborne is currently playing host to a foreign visitor, **Arturo Tomas Vicent,** commercial agent for Linea Aera Nacional, based in Santiago, Chile. He is undergoing training in the field of air freight with Airborne, under the International Cooperation program sponsored by the Department of State.

Overseas, Airborne has appointed **Joseph Y. Hirose** sales manager in charge of the newly opened Tokyo office. He was previously with Pan American World Airways in cargo sales and operations. In addition to Hirose, the office staff will include three sales representatives for servicing accounts.

George Zettler, assistant to the general sales manager for The Flying Tiger Line, has taken on additional duties as Western regional sales manager. The company also announced the appointment of **John Slingerland** as district sales manager San Francisco.

Faced with a mushrooming cargo business, Alitalia has announced several new cargo appointments. They include: **Jerome P. Sheehan** who will act as assistant to the cargo manager; **Luther M. Woodland,** sales representative for cargo in Washington, D.C.; and **Kenneth Richardson** cargo sales representative in Montreal.

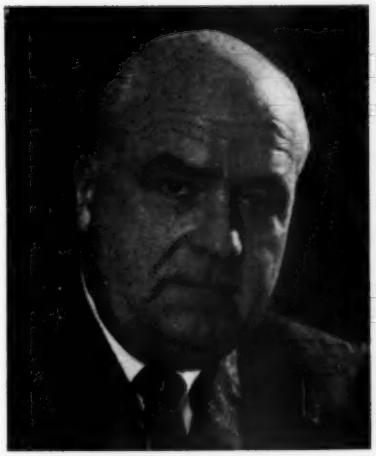
Elevation of **Frank M. Cassi** to the position of general operations manager has been announced by the Air Express International Corp. Two new AEIC district managers are **William Anthony Navigato** and **John Pieran** in Chicago and Detroit, respectively.

On the international side, AEIC has appointed **Gordon Dwyer** representative in Australia and New Zealand, as part of a program to strengthen the firm's air-shipping operations in all parts of the world.

John A. Vaill has been elected executive vice president of General Air Freight, Inc., with offices at the newly established eastern regional office at 341 Madison Avenue, New York City. Vaill has been affiliated with American Airlines for a number of years.

In Chicago, **Robert W. Hopes,** formerly with General Parcel Delivery Co., has been named general sales manager for GAF.

New regional manager for Cubana Airlines in Spain is **Agustin Benitez.** He replaces **Manuel Rafols,** who was transferred to Barcelona as local traffic and sales superintendent.



JACK HILLER, JR.

ALEX IGYARTO

ROBERT W. LAKE

New Products and Processes

Series 53 GMC diesel engine shown after installation in Pollard's 2½ ton truck.

Pollard Moves To Economize With GM Diesel For Carting

Pollard Delivery Co., the local cartage agent for the scheduled airlines in Washington, D.C., is constantly seeking to improve operations. With an eye toward added economy, Pollard recently installed a General Motors series 53 diesel engine in one of its model 370 GMC 2½-ton trucks.

Pollard was getting 6 miles to the gallon with a gasoline engine before the conversion. Frank Pollard, president of the cartage firm, figures the diesel should produce 12 miles to the gallon. In addition, he points out that the diesel, with less moving parts and no wiring, will save on maintenance.

At the same time, Pollard installed a new five speed transmission with the diesel. Total cost, including installation, amounted to $3200. Joe Earley, Pollard's vice president, points out that high utilization of the truck is making the experiment pay off. The delivery company is running the truck as much as possible with favorable results.

The series 53 diesel engine installed by Pollard is a product of the Detroit Diesel Engine Division, a subsidiary of the General Motors Company.

GM claims that its diesel engines require less than half the maintenance required on gasoline engines. Overhauls average between 100,000 to 300,000 miles. In addition, the lack of a spark ignition system is credited with cutting down on road failure.

Increased productivity is another advantage cited by GM. The company says that the diesels can outwork and outperform comparable gasoline engines by hauling heavier loads, achieving higher average road speed, giving faster smoother operations through the gears and eliminating much down shifting.

Cost is cut, GM feels, because the diesels burn low-cost high energy fuel. The fuel is estimated to be 5¢ to 6¢ a gallon cheaper than standard gasoline. The motor is expected to deliver power at lower operating costs per mile than other comparable engines now available.

The fuel system in the GM diesel has been designed to permit fast, push button starts. Unit injectors (one per cylinder) meter, pressurize, atomize and inject fuel in a single operation. The firm points out that: "There are no troublesome high-pressure fuel lines to rupture, and injectors can be replaced in a matter of minutes should they ever require maintenance. In addition, the fuel system purges itself of air, thereby eliminating complicated priming procedures."

For further information on the GM diesel motor, write Detroit Diesel Engine Division, General Motors, Detroit 28, Michigan.

Pollard is getting added mileage and more power from this diesel equipped truck.

Oil and Grease Absorbent

Canfield Oil Co., has developed a new product called Oil Spunj, a specially processed sanitary mineral clay for absorbing oil and grease. Oil Spunj is processed in granular form. Spread on wood, metal, or concrete floors, it will absorb soluble oil, lubricating oil, grease, acids, and chemicals, plus stopping skidding accidents and smothering flash fires. It can be re-used on soluble oil. According to the manufacturer, the special mineral clay used plus the method of processing gives Oil Spunj its extreme bulk per weight; high soluble oil retention, and large floor coverage per pound.

For additional information and a free sample, write the Canfield Oil Company, Cleveland 27, Ohio.

Reduced Friction Seen In New Wheels

The Palmer Manufacturing Co. has come up with a new wheel development for material-handling equipment, which lessens a vehicle's rolling resistance by 75 percent. Developed for the Navy in cooperation with the

Johnsville, Pa. Development Center and a Cleveland rubber concern, the free rolling wheel was designed for missile handling but can be applied to any material-handling operation.

Equipped with Palmer free rolling wheels, a truck loaded with 4000 pounds of lead, could easily be moved by a 10-year-old boy. Palmer designed the new free rolling wheel, which is made in standard 14- and 16-inch sizes, has also developed a type brake built directly into the wheel. The brake can be actuated either hydraulicly or mechanically depending upon the material handling equipment to which it is applied. The new wheels are machined aluminum castings fitted with cone shaped bearings. The solid tire of a specially developed rubber compound is molded directly to the wheel to form an integral unit.

For additional information, contact Palmer Manufacturing Company, 4810 W. 139th Street, Cleveland 35, Ohio.

Expanda-Kraft Paper Makes Tough Bags

Hollingsworth & Whitney Division of Scott Paper Company has revealed the development of an extensible kraft paper with "two-way stretch." The paper called "Expanda-Kraft" was designed principally for conversion into multiwall bags for granular, powdery, or palletized materials.

With improved extensibility, both lengthwise and crosswise, the paper gives multiwall bags high resistance to breakage. The lengthwise stretch, up to five times more than ordinary kraft, helps to prevent the paper from rupturing on impact. Used principally for multiwall bags, it is expected to be adopted for shopping bags, magazines and catalog wrappers, and similar applications that would require strength and good flexibility.

Expanda-Kraft also has high resistance to moisture. It is slightly more per pound than ordinary kraft paper, but offers production and handling economies that offset the additional first cost.

Additional information on "Expanda-Kraft" may be obtained from Hollingsworth & Whitney Division of Scott Paper Company, Chester, Pa.

Bag on left, made of regular kraft paper, breaks as it collides with a bag made of Expanda-Kraft. Each bag has three plies and is loaded with 90 pounds of sand. The bags were swung together from a distance of 15 feet for the test.

TECHNICAL LITERATURE

Dun & Bradstreet Issues Inventory Handbook

A new Small Business Handbook, *Inventories and Business Health*, has just been published by Roy A. Foulke, vice president of Dun & Bradstreet, Inc.

In the handbook, Foulke points out the two primary causes of inventory losses are price drops and obsolescence, and that price fluctuations which cause losses or gains are far more common than is ordinarily assumed.

Foulke also notes that committed and undelivered inventory can be just as much of a problem as inventory on hand. By way of explanation, Foulke tells of three "psychological spark-plugs" on which management decisions, budgets, and policies depend. These spark-plugs are: the expected level of prices of raw materials or finished products, the expected volume of sales in months ahead, and the expected volume of profits in months ahead. These factors affect all companies, small or large.

There are three guides, he said, which can lead the business man to a fuller comprehension of inventories and their control. Two of these guides are the financial ratios of Net Sales to Inventory and Net Working Capital to Inventory. The computation and use of these ratios will help many businessmen to understand better the financial aspects of inventory and, when combined with awareness of style, customer needs, and new product developments, will air them in overcoming the dangers of excessive inventory and obsolescence.

Through the use of examples, the new booklet illustrates some common inventory problems and shows how dangers can be avoided.

The second half of the booklet contains up-to-date ratio information for many lines of manufacturing, whole-

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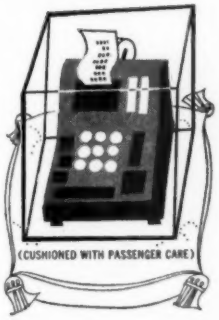

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saling, and retailing. These studies include the *1958 Table of Fourteen Important Ratios for 72 Lines of Business Activity*. The table allows a businessman to compare his ratios with others in his line.

Another feature of the booklet is a *Table of Fourteen Important Median Ratios for 70 Lines of Business Activity with Five Year Averages.*

A third study: *Comparative Ratios by Tangible Net Worth Groups—1955-1958*, indicates the direction of profits for manufacturers of industrial machinery, wholesale grocers and department stores.

Inventories and Business Health is distributed by the Business Publications Division of Dun & Bradstreet, Inc. Copies may be obtained by writing to P.O. Box 803, Church Street Station, New York 8, N.Y. Price of the handbook is $1.00.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

LETTERS

To the editor:

Our Chicago office has advised that your March issue of AIR CARGO magazine printed an article to the effect that the C.A.B. had announced that Republic Air Freight operating authority has been suspended. This has resulted in numerous telephone calls inquiring whether we are still in business, also has resulted in a loss of business in several of our offices. This certainly shows that your magazine is widely circulated and carefully read.

We will appreciate your printing this letter or an article which will clear up the present confusion regarding the C.A.B. announcement. Actually, the C.A.B. is correct covering discontinuance of Republic Air Freight, Inc. which company was an air carrier operating under C.A.B. authority. It did not, however, concern Republic Air Freight Division of Republic Carloading and Distributing Company, which has operated and will continue to operate as agents for the International Air Transport Association.

Although the names of these two companies were quite similar, they were entirely two separate entities and the C.A.B. action did not concern the Republic Air Freight Division. Thank you for your assistance.

D. G. Ward
Vice President
Republic Air Freight
New York, N.Y.

ON THE DOCKET

MAY

Aviation Writers Association, Annual Meeting, Ambassador Hotel, Los Angeles, Calif., May 1-4.

Mechanical Handling Exhibition, Earls Court, London, England, May 3-13.

3rd Western Regional Material Handling Show and Packaging Cavalcade, Great Western Exhibit Center, Los Angeles, Calif., May 11-13.

City of Philadelphia Aviation Day, Philadelphia International Airport, Philadelphia, Pa., May 29.

JUNE

British Exhibition, New York Coliseum, New York, N.Y., June 10-26.

7th Annual Material Handling Course & 3rd Annual Packaging Course, Industrial Management Center, Lake Placid Club, Essex County, New York, June 12-25.

Inventory Planning and Control Course, Industrial Management Center, Lake Placid Club, Essex County, New York, June 19-25.

1960 Chicago International Trade Fair, Navy Pier Exposition Hall, Chicago, Ill., June 20-24.

JULY

Western Packaging & Materials Handling Exposition, Pan Pacific Auditorium, San Francisco, Calif., July 19-21.

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AIR CARGO GUIDE SECTION - MAY, 1960

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

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U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

CARRIERS. The two letter code of carrier providing service for each city is designated. Each carrier provides express and freight service unless noted by
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted **without advance arrangement.**

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city **without advance arrangement.** HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by
A—available at airport and in city
C—available in city only.

CUSTOMS FACILITIES.
A—available at airport only
C—available in city only
AC—available in city and at airport
Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP and DELIVERY (Air Freight) RATES.

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ABERDEEN, N. C.	SOP	See Pinehurst, N. C.									
ABERDEEN, S. D.	ABR	NO	BAldwin 3-5463	3	200	C	A	MSP		No Service Available	
ABERDEEN, WASH.	HOH	WC	GEneral 8-6661	3	150	C	A	C		No Service Available	
ABILENE, TEXAS	ABI	CO	OR-3-2587	9,3	200	A	A	DAL	G	.40	1.00
ADA, OKLAHOMA	ADH	CN	FEderal 2-5787	3	200	C	C	DAL		No Service Available	
AINSWORTH, NEB.	ANW	FL	373	3	200			DEN		No Service Available	
AKRON, OHIO	CAK	AA	TYler 6-2315	9	250	C	A	AC		.65	1.75
		CA	TYler 6-2303	3,4	250	C	A	AC		.65	1.75
		EA	TYler 6-2344	9,19	200	C	A	AC		.65	1.75
		FT	TYler 6-2353	Served Through Cleveland, Ohio						.65	1.75
		UA	TYler 6-2361	6,5	200	C	A	AC		.65	1.75
ALAMAGORDO, N. M.	HMN	CO	HEmlock 7-5710	22	200	C	A	ELP		.50	1.10
ALAMOSA, COLO.	ALS	FL	JU-9-6311	3	200	C	A	DEN		No Service Available	
ALBANY, GA.	ABY	EA	HEmlock 2-0525	9,19	200	C	A	DEN		.45	.95
		SO	HEmlock 6-2418	3	100	C	A	DEN		.45	.95
ALBANY, N. Y.	ALB	AA	UNion 9-5321	9,5	500	C	C	AC	G	.60	1.40
		EA	UNion 9-5361	7,8,19	200	C	C	AC		.60	1.40
		FT	ALbany 4-8223	Served Through Newark, N. J.						.60	1.40
		MO	UNion 9-5339	9,3	200	C	C	AC		.60	1.40
		TW	UNion 9-5379	19	400	C	C	AC		.60	1.40
ALBANY, ORE.	CVO	WC	PLaza 3-4232	3	150	C	A	PDX		No Service Available	
ALBUQUERQUE, N. M.	ABQ	CO	CHapel 2-5219	3,22	200	A	A	ELP	G	.40	.85
		FL	CHapel 7-1473	3,9	200	A	A	ELP		.40	.85
		TW	3-1705	8,7	250	A	A	ELP		.40	.85
ALEXANDRIA, LA.	AEX	DL	4471	9,3	300	C	C	BTR		.75	1.50
		TT								.75	1.50
ALLENTOWN, PA.	ABE	EA	COngress 4-0557	19	200	A	A	PHL	G	.60	1.60
		TW	COngress 4-0597	19	400	A	A	PHL		.60	1.60
		UA	COngress 4-0512	6	200	A	A	PHL		.60	1.60
ALLIANCE, NEB.	AIA	FL	353	3	200	C	C	DEN		No Service Available	
ALPINE, TEX.	MRF	TT								No Service Available	
ALTOONA, PA.	AOO	AL	HO-5-2044	3	150	C		PIT	G	.55	1.75
AMARILLO, TEX.	AMA	BN	DRake 6-9373	9,10,52	500	C	C	DAL	G	.80	1.35
		CN	DRake 3-5830	3	200	C	C	DAL		.80	1.35
		CO	DRake 3-4326	22	200	C	C	DAL		.80	1.35
		TW	DRake 2-5517	8	250	C	C	DAL		.80	1.35
ANAHEIM, CALIF. Ⓔ	ANA	LX		20	200	C		LAX		Los Angeles Area	
ANCHORAGE, ALASKA	ANC	AS	2-0131	3,4	1000	A	A	AC		1.00	2.00
		CD Ⓔ		3		A	A	AC			
		NW	41661	6,10,15A	2000	A	A	AC		1.00	2.00
		PN	27531	16,4,8		A	A	AC		1.00	2.00
ANDERSON, S. C.	AND	EA	CA-4-0231	19	200	C	A	ATL	G	.35	.75
ANN ARBOR, MICH.	---	See Detroit, Mich.									
ANNETTE ISLAND, ALASKA	ANN	PAA	ADams 6-8238	11	1500						
ANNISTON, ALA.	ANB	SO	ADams 6-8238	3	100					No Service Available	
APPLE VALLEY	APV	BL	Apple Valley 7-7209	3	200		A	LAX		No Service Available	
APPLETON, WISC.	ATW	NO	REgent 9-1133	3	200					No Service Available	
ARCATA, CALIF.	ACV	PC								No Service Available	
ARDMORE, OKLA.	AFD	CN	141	3	200	C	C	DAL		No Service Available	
ASHEVILLE, N. C.	AVL	CA	2-2404	3	150	A	C	INT	G	.60	1.20
		DL	AL-2-7601	3	200	A	C	INT		.60	1.20
		FL	AL-2-5061	3	100	A	C	INT		.60	1.20
ASHLAND, KY.	HTW	EA, FI								Apply Huntington Rates	
ASHLAND, WISC.	ASK	NO	MUrdock 2-6659	3	200					No Service Available	
ASTORIA, ORE.	AST	WC	WAlnut 1-2551	3	150	C	A	C		No Service Available	
ATHENS, GA.	AHN	SO	LI-81364	3	100	C	A	ATL		.65	1.35
ATLANTA, GA.	ATL	CA	POplar 1-8811	3,22,8	250	A	A	C		.50	1.60
		DL	POplar 6-5315	15,9,3,5,10,8,19,1-A,53A	6000	A	A	C		.50	1.60
		EA	POplar 7-0221	7,8,16,10,19,52,9	500	A	A	C		.50	1.60
		NW	POplar 7-9758	52	200	A	A	C		.50	1.60
		RD	POplar 6-2711	1	6000	A	A	C		.50	1.60
		SO	POplar 6-5321	3	200	A	A	C		.50	1.60
		TW	POplar 6-9655	7	250	A	A	C		.50	1.60
ATLANTIC CITY, N. J.	ACT	AL	Pleasantville 2458	3,19	150	A	A	PHL		.80	2.10
		EA	Pleasantville 2500	19	200	A	A	PHL		.80	2.10
AUBURN, ME.	LEW	See Lewiston, Me.									
AUGUSTA, GA.	AGS	DL	2-8814	9,3	300	C	A	ATL	G	.75	1.50
		EA	2-4684	19	200	C	A	ATL		.75	1.50
AUGUSTA, ME.	AUG	NE	Mayfair 2-1351	3	200	A	C	PWM		.50	1.00
AUSTIN, TEX.	AUS	BN	HO-5-5461	5,9	200	A	C	SAT	G	.50	1.25
		CO	HO-5-6515	3,22	200	A	C	SAT		.50	1.25
		TT	HO-5-6538	3	150	A	C	SAT		.50	1.25
BAIE COMEAU, P. Q.	YBO	QBA		3	400						
BAKER, ORE.	BKE	WC	JAckson 3-5744	3	150	C	C	PDX		No Service Available	
BAKERSFIELD, CALIF.	BFL	UA	EXport 9-2921	9	200	A	C	LAX	G	.40	.95
		PC	EXport 9-1771	3,19	200	A	C	LAX		.40	.95
BALTIMORE, MD.	BAL	AA	SAratoga 7-3210	9,15,50A,5	6000	A	A	C	G	.75	1.60
		AL	SOuthfield 1-1300	3	150	A	A	C		.75	1.60
		CA	SAratoga 7-1063	4,22	250	A	A	C		.75	1.60
		DL	SOuthfield 6-2100	8	200	A	A	C		.75	1.60
		EA	MUlberry 5-7718	19,8,10	200	A	A	C		.75	1.60
		NA	SOuthfield 1-0603	9,6	200	A	A	C		.75	1.60

(Continued on next page)

NE – (Service Suspended)

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum
BALTIMORE, MD. (Concluded)	BAL	PAA	MU 5-1630	50.	600	A	A	C		.75	1.60
		RD - (Service Suspended)									
		TW	SOuthfield 1-1500	8,19,50	400	A	A	C		.75	1.60
		UA	SOuthfield 6-7600	9,50	300	A	A	C		.75	1.60
		NE	7314.	3	200	A	A	C		.50	1.00
BANGOR, ME.	BGR	NE Seasonal.	Normandy 7-2573	3	200	C		C		No Service Available	
BAR HARBOR, ME.	BHB	See Montpelier, Vt.								Seasonal	
BARRE, VT.	MPV										
BARTLESVILLE, OKLA.	BVO	CO	FEderal 6-7147	3	200	C	C	MKC		.55	1.10
		CN	636	3	200	C	C	MKC		.55	1.10
BATON ROUGE, LA.	BTR	DL	Elgin 5-4491	9,3	300	C	C	C	G	.55	1.25
		EA	Elgin 5-2581	19,9	200	C	C	C		.55	1.25
		SO	Elgin 7-1488	3	100	C	C	C		.55	1.25
BATTLE CREEK, MICH.	BTL	NO	WOodward 3-1541	3,9	200	A				.50	1.00
BAY CITY, MICH.	MBS	See Saginaw, Mich.									
BEAUFORT, N. C.	MRH	See Morehead City, N. C.	PA-8-4734								
BEATRICE, NEB.	BIE	FL	CA-3-5312	3	200			OMA		No Service Available	
BEAUMONT, TEX.	BPT	DL	TE-5-7541	9	300	C	A	C	G	.55	1.50
		EA	TE-5-4573	19,9	200	C	A	C		.55	1.50
		TT	TE-5-1425	3	150	C	A	C		.55	1.50
BECKLEY, W. VA.	BKW	FI	CLifford 2-2314	3	100	C	C	CVG		No Service Available	
BEEVILLE, TEX.	NIR	TT	FL-8-4727	3	150	C				No Service Available	
BELLEFONTE, PA.	PSB	See Philipsburg, Pa.									
BELLINGHAM, WASH.	BLI	WC	REgent 4-4800	3	150	C	C	AC		No Service Available	
BELOIT, WISC.	JVL	NO	EMerson 5-3473	3	200	C	C			No Service Available	
BEMIDJI, MINN.	BJI	NO	PLaza 1-5009	3	200	C	C			No Service Available	
BEND, ORE.	RDM	WA	LIncoln 8-2118	3	150	C	C	PDX		No Service Available	
BENTON HARBOR, MICH.	BEH	NO	WA 7-3118	3	200	C	C			No Service Available	
BERLIN, N. H.	MML	NE Seasonal.	Milan 2011	3	200	A		LWM			
BERMUDA	BDA	EA	5951	8,10	200			A			
		PAA	1055	6,50	600			A			
BETHLEHEM, PA.	ABE	See Allentown, Pa.									
BIG SPRING, TEX.	BGS	CO	AMhurst 4-8971	3	200	C	C	SAT	G	.40	1.00
BILLINGS, MONT.	BIL	FL	Alpine 2-3466	3	200	A	A	GTF	G	.50	1.25
		NW	Alpine 2-7161	4,6,11	300	A	A	GTF		.50	1.25
		WA	Alpine 2-5161	6	200	A	A	GTF		.50	1.25
BILOXI, MISS.	---	See Gulfport, Miss.									
BINGHAMTON, N. Y.	BGM	EA	9-1544	19	200	C	C	SYR	G	.45	.95
		FT	Binghampton 9-1591	23	10000	C	C	SYR		.50	1.00
		MO	7-1263	9,3	200	C	C	SYR		.50	1.00
		TW	9-1576	19	250	C	C	SYR		.50	1.00
BIRMINGHAM, ALA.	BHM	CA	WOrth 1-6192	3,22,8	250	A	A	C		.60	1.20
		DL	LYric 2-9605	9,5,7	400	A	A	C		.60	1.20
		EA	WOrth 1-4631	8,7,19,9,10,52	200	A	A	C		.60	1.20
		SO	WOrth 1-3737	3	100	A	A	C		.60	1.20
BISMARK, N. D.	BIS	FL	CApital 3-3272	3	200	A	A	MSP		No Service Available	
		NO	CApital 3-5640	3	200	A	A	MSP		No Service Available	
		NW	CApital 3-7400	4,6	200	A	A	MSP		No Service Available	
BLOOMINGTON, ILL.	BMI	CE	5-2840	3,54	200					.45	1.25
BLOOMINGTON, IND. ©	BMG	LC	VAlley 5-2611	3	200	C				.50	1.00
BLUEFIELD, W. VA.	BLF	FI	DAvenport 7-6141	3	100	C		INT	G	.50	1.00
BLYTHE, CALIF.	BLH	BL	16-F	3	200	C	C	SAN		No Service Available	
BOGALUSA, LA.	BKA	SO	REgent 5-6345	3	100					No Service Available	
BOISE, IDA.	BOI	UA	Boise 3-2521	5,6,10	400	C	A	SPO	G	.40	.85
		WC	Boise 3-3661	3	150	A	A	O&G		.40	.85
BORGER, TEX.	BGD	CN	BRoadway 3-2818	3	200	C	A	DAL		No Service Available	
BOSTON, MASS.	BOS	AA	LIberty 2-5470	9,5,15,10,52,50A	6000	A	A	AC	G	.70	1.40
		AET	HUbbard 2-2025	"	550						
		AF	COpley 7-5150	7	200	A	A	AC		.70	1.40
		AZ	HAncock 6-2373	10	440	A	A	AC		.70	1.40
		BA		11,8	1100	A	A	AC		.70	1.40
		BOAC			220						
		EA	LOgan 7-4666	8,7,19,10,52	200	A	A	AC		.70	1.40
		FT	LOgan 7-6161	23	10000	A	A	AC		.55	1.25
		MO	E. Boston 7-6600	9,3	200	A	A	AC		.70	1.40
		NA	LOgan 7-7600	9,5,6,52	400	A	A	AC		.70	1.40
		NE	LOgan 7-8300	3,6,22	200	A	A	AC		.70	1.40
		PAA	HU 2-1747	6,10,50	600	A	A	AC		.70	1.40
		RD (Service Suspended)		1	6000	A	A	AC		.70	1.40
		TC	LIberty 2-6070	22A	200	A	A	AC		.70	1.40
		TW	COpley 7-7225	8,19	400	A	A	AC		.70	1.40
		UA	LOgan 7-4500	5,10,6,15	6000	A	A	AC		.70	1.40
BOULDER CITY, NEV.	BLD	See Las Vegas, Nev.									
BOWLING GREEN, KY.	BWG	EA	VI-2-1601	19,9	200	A	A	BNA	G	.35	.50
BOZEMAN, MONT.	BZN	NW	JUniper 6-6026	4	200	C	C	GTF		No Service Available	
BRADENTON, FLA.	SRQ	See Sarasota, Fla.									
BRADFORD, PA.	BFD	AL	2-3591	3,19	150	C				.55	1.50
BRADY, TEX.	BBD	TT	2110	3	200	C				No Service Available	
BRAINERD, MINN.	BRD	NO	5521	3	200	C	C			No Service Available	
BRANDON, MAN.	YBR	TC	5328	3	200	C	C	C		.50	1.00
BRECKENRIDGE, TEX.	BKD										
BRIDGEPORT, CONN.	BDR	AA	EDison 7-1279	9	500	A		C	G	.60	1.35
					6000 via LGA						
		NY		19	200					.60	1.35
BRISTOL, VA.	TRI	CA	SOuth 2510	3	150	C	C	INT	G	.50	1.10
		FI	SOuth 4-2123	3	100	C	C	INT	G	.50	1.10
		SO		3	200	C	C	INT	G	.50	1.10
BROOKINGS, S. D.	BKX	NO	MYrtle 2-2721	3	200	A	C	OMA		No Service Available	
BROWNSVILLE, TEX.	BRO	BN	LIncoln 2-7431	9	200	A	A	AC		.35	.75
		EA	LIncoln 6-1694	9	200	A	A	AC		.35	.75
		PAA	2-5360	6	500	A	A	AC		.35	.75
BROWNWOOD, TEX.	BWD	TT	6882	3	150	C		DAL		No Service Available	
BRUNSWICK, GA.	SCI	DL	107	3	200	C	C	C	G	.40	.85
		EA	MElrose 8-3861	19	200	C	C	C		.40	.85
BRYAN, TEX.	CLL	CO	VI-6-4789	3	200	C	C	SAT	G	.55	1.10
BUFFALO, N. Y.	BUF	AA	Plaza 6007	9,5,15,10,52	6000	A	C	AC	G	.50	1.65
		AL	Spring 4800	3	150	A	C	AC		.50	1.65
		CA	Plaza 2240	3,4,8,22	250	A	C	AC		.50	1.65
		FT	Plaza 3071	Served through CLE/BGM	10000	A	C	AC		.50	1.65
		LC ©	Spring 8282	3	200	A	C	AC			
		MO	Plaza 3000	9,3	200	A	C	AC		.50	1.65
BURBANK, CALIF.	BUR	See Los Angeles, Calif.									
BURLEY, IDA.	BYI	WC 850A	ORchard 8-7402	3	150	A	A	GPT		No Service Available	
BURLINGTON, IOWA.	BRL	CE 515	PLaza 2-4262	3,54	200	A	C	PIA		.50	1.50
BURLINGTON, VT.	BTV	EA	4-6814	7,8,19	200	A	C	AC		No Service Available	
		NE	4-5745	3	200	A	C	AC		No Service Available	
BURNS, ORE.	BNO	WC	5101	3	150	C	C	PDX		No Service Available	
BUTTE, MONT.	BTM	NW	6489	4	200	A	A	GTF	G	.55	1.35
		WA	6555	9	200	A	A	GTF		.55	1.35
CALGARY, ALTA.	YYC	TC	Amherst 9-1381	3,7A,13,22A,12	200	C	C	C		.50	1.00
		CP	Amherst 2-4970	9	200	C	C	C		.50	1.00
		WA	CRestview 7-0176	6	200	C	C	C		.50	1.00
CAMBRIDGE, MD.	ESN	See Easton, Md.									
CAMDEN, ARK.	CDN	TT	TE-6-5784	3	150	C				No Service Available	
CAMDEN, N. J.	PAI	See Philadelphia, Pa.									
CANTON, OHIO	CAK	See Akron, Ohio.									
CAPE GIRARDEAU, MO.	CGI	CE Suspended	5-6064	3,54	200	C	A	STL			

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
CAPE MAY, N. J.	WWD	AL (Service Suspended)									
CARLSBAD, N. M.	CNM	CO	TUxedo 5-2992	3	200	C	C	ELP		No Service Available	
CASPER, WYO.	CPR	FL	2-7135	3	200	C	C	DEN		.50	1.35
		WA	3-3777	9	200	C	C	DEN		.55	1.35
CASTLEGAR, B. C.	YCG	CP		9	200	C	C				
CEDAR CITY, UTAH.	CDC	BL	JUniper 6-9741	3	200	C	C	LAX		No Service Available	
CEDAR RAPIDS, IOWA.	CID	UA	EMpire 4-2481	9,6	200	C	C	OMA	G	.55	1.10
		OZ	EMpire 2-1103	3,54	200	C	C	OMA	G	.55	1.10
CHADRON, NEB.	CDR	FL	HE-2-2055	3	200	C	C	DEN		No Service Available	
CHAMPAIGN, ILL.	CMI	OZ	6-7271	3,54	200		A			.65	1.25
CHARLESTON, ILL.		See Mattoon, Ill.									
CHARLESTON, S. C.	CHS	DL	4-2567	9	300	A	C	C	G	.75	1.50
		EA	4-3311	19,9,10	200	A	C	C		.75	1.50
		NA	SHerwood 4-4256	9	400	A	C	C		.75	1.50
CHARLESTON, W. VA.	CRW	AA	DIckens 6-6204	9	250	A	A	CVG	G	.55	1.45
		CA	2-8007	3,22,8	250	A	A	CVG		.55	1.45
		EA	DIckens 6-0308	19,7,9	200	A	A	CVG		.55	1.45
		PI	DIckens 6-0691	3	100	A	A	CVG		.55	1.45
CHARLOTTE, N. C.	CLT	CA	EXpress 9-0773	3,22	150	A	A	INT	G	.50	1.25
		DL	EXpress 9-0487	9,8,1-A	4000	A	A	INT		.50	1.25
		EA	EXpress 9-3331	8,7,19,9,10,52	500	A	A	INT		.50	1.25
		PI	EXpress 9-3371	3	100	A	A	INT		.50	1.25
		SD	EXpress 9-7474	3	100	A	A	INT		.50	1.25
CHARLOTTETOWN	YYG	MAR	7361	1,3,4	500	A	A	A			
CHARLOTTESVILLE, VA.	CHO	PI	3-5158	3	100	C	C	DCA		.70	1.40
CHATTANOOGA, TENN.	CHA	BN	MA-2-3701	9	200	C	C	C	G	.65	1.30
		CA	9-3103	22,8	250	C	C	C		.65	1.30
		DL	MA-2-8336	9,3	400	C	C	C		.65	1.30
		EA	MA-9-6101	19,9,7,10,52	200	C	C	C		.65	1.30
CHEBOYGAN, MICH.	PLN	CA	1499	3,4	150	C		C		.35	.75
CHEYENNE, WYO.	CYS	FL	2-0551	3	200	A	C	DEN	G	.60	1.25
		UA	7-7722	9	200	A	C	DEN		.60	1.25
		WA	8-8916	6	200	A	C	DEN		.60	1.25
CHICAGO, ILL.											
Midway Airport.	MDW	AA	REliance 5-8100	9,5,15,10,52	10000	A	A	AC	G	.70	1.75
		AF	STate 1-1250	7	200	A	A	AC		.70	1.75
		BN	FOrtsmouth 7-5028	5,9,10,52,1	2000	A	A	AC		.70	1.75
		CA	FOrtsmouth 7-2266	3,4,22	250	A	A	AC		.70	1.75
		CMA		9		A	A	AC			
		CO	GLadstone 5-6310	10,22	200	A	A	A		.70	1.75
		DL	FOrtsmouth 7-1900	9,5,10,1-A	6000	A	A	AC		.70	1.75
		EA	REliance 5-2211	10,7,19,52,9	200	A	A	AC		.70	1.75
		FT	FOrtsmouth 7-8200	23	10000	A	A	AC		.70	1.75
		LC ⊕	FOrtsmouth 7-7180	3	200	A	A	AC		.70	1.75
		LH	ANdover 3-6670			A	A	AC		.70	1.75
		NO	LUdlow 5-1020	3,9	200	A	A	AC		.70	1.75
		NW	RAndolph 6-9562	11,10,4,6,52,2	2000	A	A	AC		.70	1.75
		OZ	LUdlow 5-1952	3,54	200	A	A	AC		.70	1.75
		RD	LUdlow 2-4040	1	10000	A	A	AC		.70	1.75
		TC	RAndolph 6-3644	22A	200	A	A	AC		.70	1.75
		TW	DEarborn 2-7666	8,7,19,23	4000	A	A	AC		.70	1.75
		UA	FOrtsmouth 7-5100	9,5,15,10,6	6000	A	A	AC		.70	1.75
O'HARE FIELD.	ORD	AA	GLadstone 5-4308	9,5,50A	6000	C	A	C	G	.70	1.75
		BA	DEarborn 2-7744	10	1100	C	A	C		.70	1.75
		BN	GLadstone 5-4310	5,9,10,52,1,50A	500	C	A	C		.70	1.75
		CA	FOrtsmouth 7-2266	3,4,22	250	C	A	C		.70	1.75
		CO	NAtional 5-5445	50	500	C	A	C		.70	1.75
		DL	NAtional 5-6602	9,53	300	C	A	C		.70	1.75
		EA	REliance 5-2211	7,10,19,53,52	200	C	A	C		.70	1.75
		NO	LUdlow 5-1020	3	200	C	A	C		.70	1.75
		NW		6	200						
		PAA	DEarborn 2-4900	50	600	C	A	C		.70	1.75
		TW	DEarborn 2-7666	8,19,50	400	C	A	C		.70	1.75
		UA	GLadstone 5-3125	9,5,10,6,53	400	C	A	C		.70	1.75
CHICO, CALIF.	CIC	PC	FIreside 2-3007	3,19	200	C	C	SFO		No Service Available	
CHISHOLM, MINN.	----	See Hibbing, Minn.									
CINCINNATI, OHIO.	CVG	AA	DIxie 1-5600	9,5,10,15,52	6000	C	C	C	G	.65	1.60
		AX-(Service Suspended)									
		DL	DIxie 1-5884	9,1-A,3,5,10,19	6000	C	C	C		.65	1.60
		EA	DIxie 1-4300	7,52	200	C	C	C	G	.65	1.60
		LC ⊕	DIxie 1-4450	3	200	C	C	C	G		
		PI	GArfield 1-1315	3	100	C	C	C		.65	1.60
		RD-(Service Suspended)									
		TW	DIxie 8974	8,19	400	C	C	C		.65	1.60
CLARKSBURG, W. VA.	CKB	CA	VIctor 2-3531	3	150	C	C	PIT		.70	1.40
CLARKSTON, WASH.	LWS	See Lewiston, Idaho									
CLARKSVILLE, TENN.	CKV	OZ	IDlewood 9-5188	3,54	200					No Service Available	
CLEARFIELD, PA.	PSB	See Philipsburg, Pa.								No Service Available	
CLEARWATER, FLA.	PIE	See St. Petersburg, Fla.									
CLEVELAND, OHIO	CLE	AA	ORchard 1-5421	9,5,10	600	A	A	AC	G	.85	1.95
		AL	TOwer 2-0216	3,19	150	A	A	AC		.85	1.95
		AX-(Service Suspended)									
		CA	CLearwater 1-0913	4,8,22	250	A	A	AC		.85	1.95
		EA	CLearwater 1-8870	9,7,19,52,10	200	A	A	AC		.85	1.95
		FT	WInton 1-5777	23	10000	A	A	AC		.85	1.95
		LC ⊕	CLearwater 2-5050	3	200	A	A	AC			
		NW	WInton 1-2442	6	200	A	A	AC		.85	1.95
		RD	CLearwater 2-4270	6	6000	A	A	AC		.85	1.95
		TC	SUperior 1-5595	22A	200	A	A	AC		.85	1.95
		TW	WInton 1-9700	8,19	400	A	A	AC		.85	1.95
		UA	CLearwater 1-5200	9,5,15,6,10	6000	A	A	AC		.85	1.95
CLIFTON, ARIZ.	CFT	See Safford, Ariz.									
CLINTON, IOWA	CWI	OZ	CHapel 3-2122	3,54	200	C				No Service Available	
CLINTONVILLE, WISC.	CLI	NO	VAlley 3-2210	3	200	C	C			No Service Available	
CLOVIS, N. M.	CVS	CO	PArter 3-6212	22	200	C	C	ELP		.40	.85
CODY, WYO.	COD	FL	103	3	200			GTF		No Service Available	
COEUR D'ALENE, IDA.	COE	WC	MOhawk 4-5313	3	150	C	C	GEG		No Service Available	
COLLEGE STATION, TEX.	CLL	See Bryan, Tex.									
COLORADO SPRINGS, COLO.	COS	BN	MEIrose 4-6321	9,52	200	A	C	DEN	G	No Service Available	
		CN	MEIrose 5-1586	3	200	A	C	DEN	G	No Service Available	
		CO	MEIrose 3-4688	3,22,10	200	A	C	DEN		No Service Available	
COLUMBIA, MO.	CBI	OZ	GIbson 3-4173	3,54	200			A		No Service Available	
COLUMBIA, S. C.	CAE	DL	4-3186	9,3	400	C	C	ATL	G	.50	1.10
		EA	6-1603	19	200	A	C	ATL		.50	1.10
COLUMBUS, GA.	CSG	DL	FAirfax 7-7458	9,3	400	C	A	ATL	G	.50	1.00
		EA	FAirfax 7-2625	19,9	200	C	A	ATL		.50	1.00
		SD	FAirfax 4-2493	3	200	C	A	ATL		.50	1.00
COLUMBUS, MISS.	UBS	SD	FAirfax 8-4900	3	100					No Service Available	
COLUMBUS, OHIO.	CMH	AA	BElmont 1-8277	9,5	600	A	C	C	G	.70	1.75
		AX-(Service Suspended)									
		DL		3,5	300	A	C	C			
		EA	BElmont 1-4529	8,9,10,8	200	A	C	C		.70	1.75
		LC ⊕	BElmont 7-5431	3	200	A	C	C			
		PI	BElmont 7-2585	3	100	A	C	C	G	.70	1.75
		RD (Service Suspended)									
		TW	CApital 1-7866	8,7,19,23	1500	A	C	C		.70	1.75
		UA	BElmont 7-3711	5,6	200	A	C	C		.70	1.75

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
CONCORD, N. H.	CON	NE	CApital 5-9531	3	200	A	A	PWM		No Service Available	
COOS BAY, ORE.	OTH	See North Bend, Ore.								No Service Available	
CORBIN, KY.	LOZ	See London, Ky.									
CORDOVA, ALASKA	CDV	PN	15	4,8						1.00	1.00
CORNING, N. Y.	ELM	See Elmira, N. Y.									
CORONA, CALIF.	CNF	LX		20	200						
CORPUS CHRISTI, TEX.	CRP	BH	TU-3-8431	9,52	500	A	A	C	G	.50	1.00
		EA	TU-4-0331	19,9	200	A	A	C		.50	1.00
		TT	TU-2-7458	3	150	A	A	C		.50	1.00
CORTEZ, COLO.	CEZ	FL	LOgan 5-3423	3	200	C		DEN		No Service Available	
CORVALIS, ORE.	CVO	See Albany, Ore.									
CRANBROOK, B. C.	YXC	CP	JU-6-4844	9	200	C	C	C		.25	.60
CRESCENT CITY, CALIF.	CEC	PC	2771	3,19	200	C	C	OTH		No Service Available	
CUT BANK, MONT.	CTB	WC	WE-8-4163	3	150	C	C	A		.35	.75
DALLAS, TEX.	DAL	AA	FLeetwood 7-7391	9,5,15,10,52,50A	10000	A	A	C	G	.45	1.25
					(6000 Via DL Interchange)						
		BN	FLeetwood 1-5522	52,5,9,7,10,50A	2000	A	A	C		.45	1.25
		CO	FLeetwood 2-5601	9,3	200	A	A	C		.45	1.25
		CN	FLeetwood 2-2609	3	200	A	A	C		.45	1.25
		DL	FLeetwood 2-2631	1-A,5,10,8,53,15,22	6000	A	A	C		.45	1.25
		TT	FLeetwood 1-9334	3	150	A	A	C		.45	1.25
DANVILLE, ILL.	DNV	LC ⊕	HIckory 6-4727	3	200	C					
		OZ	2711	3,54	200					.60	1.25
DANVILLE, VA.	DAN	EA	7640	19	200	C	C	RIC	G	.55	1.10
		PI	SW-2-8571	3	100	C	C	RIC		.55	1.10
DAVENPORT, IOWA	MLI	See Moline, Ill.									
DAWSON CITY, Y. T.	YDA	CP	CPA	3	200		C	C		.25	.60
DAWSON CREEK, B. C.	YDC	CP	55	6,9		C	C			.25	.60
DAYTON, OHIO	DAY	AA	Twin Oaks 8-5511	9	500	C	A	C	G	.60	1.45
		DL		10,9	300	C	A	C		.60	1.45
		LC ⊕	Twin Oaks 8-5857	3	200	C	A	C			
		TW	HE-4053	3,8,7,19	400	C	A	C		.60	1.45
		UA	TW-8-3692	5,6	200	C	A	C		.60	1.45
DAYTONA BEACH, FLA.	DAB	EA	CLinton 3-6541	19,9,8,7,10	200	A	A	JAX	G	.70	1.50
		NA	CLinton 2-0566	9	200	A	A	JAX		.70	1.50
DECATUR, ALA.	DCU	SO	Elgin 3-2690	3	100					No Service Available	
DECATUR, ILL.	DEC	OZ	3-7741	3,54	200					.45	1.10
DELTA, COLO.	MTJ	See Montrose, Colo.									
DENISON, TEX.	GWI	See Sherman, Tex.									
DENVER, COLO.	DEN	BN	EAst 2-7761	5,9,10,52	500	A	A	C	G	.55	1.30
		CN	DExter 3-4228	3	200	A	A	C		.55	1.30
		CO	EAst 2-7771	3,5,10,22,50	200	A	A	C		.55	1.30
		FL	FLorida 5-3515	3,9	200	A	A	C		.55	1.30
		TW	DUdley 8-1606	8,7	250	A	A	C		.55	1.30
		UA	DExter 3-7744	9,5,15,6,10	6000	A	A	C		.55	1.30
		WA	EAst 2-1833	6	200	A	A	C		.55	1.30
DeRIDDER, LA.		TT								No Service Available	
DES MOINES, IOWA.	DSM	BN	CH-3-0711	9	500	A	A	OMA	G	.45	1.00
		OZ	ATlantic 8-3654	3,54	200	A	A	OMA		.45	1.00
		UA	ATlantic 8-6711	9,6,10	300	A	A	OMA		.45	1.00
DETROIT, MICH. (Willow Run)	YIP	AA Service suspended.									
		CA	WOodward 3-8900	3,4,8,22	250	A	A	AC		.65	1.75
		EA	LOgan 3-8400	9,7,10,19,52	200	A	A	AC		.65	1.75
		LC ⊕	HUnter 2-8481	3	200	A	A	AC			
		MO	HUnter 3-3410	9,3	200	A	A	AC		.65	1.75
		NO	HUnter 2-0620	3,9	200	A	A	AC		.65	1.75
		TW	WOodward 2-7272	8,19,7,50	400	A	A	AC		.65	1.75
		UA	HUnter 3-3440	5,15,10	6000	A	A	AC		.65	1.75
DETROIT (Metropolitan-Wayne County)	DTW	AA	HUnter 2-6890	9,5,15,10,52	6000	A	A	C	G	.65	1.75
		AL	WHitney 1-2900	3,19	150	A	A	AC		.65	1.75
		BOAC ⊕	WOodward 3-3435						G	.60	1.45
		DL	CHestwood 4-1500	52,5,9	400	A	A	C	G	.65	1.75
		FT	LOgan 2-9520	22	10000	C	A	AC		.65	1.75
		NW	LOgan 2-7110	11,6,10,15A,2	2000	A	A	AC		.65	1.75
		PAA	WOodward 3-0800	50	600	A	A	AC		.60	1.35
		RD	CHestwood 8-1300	1	6000	C	A	AC		.65	1.75
DEVILS LAKE, N. D.	DVL	NO	MOhawk 2-2721	3	200	C	C			No Service Available	
DICKINSON, N. D.	DIK	FL	5372	3	200	A	C	GFK		No Service Available	
DISNEYLAND, CALIF. ⊕		LX		20	200						
DODGE CITY, KAN.	DDC	CO	HUnter 3-3321	3	200	C	C	MKC	G	.65	1.25
DOTHAN, ALA.	DHN	EA	5-1200	19,9	200	A	A	PFN	G	.40	.85
		SO	SYcamore 2-2075	3	100	A	A	PFN		.40	.85
DOUGLAS, ARIZ.	DUG	AA	EMpire 4-3437	5	250	C	C	AC	G	.35	.75
DOUGLAS, WYO.	DGW	See Casper, Wyo.									
DOVER, OHIO ⊕	PHD	LC	New Philadelphia 4-2729	3	200						
DUBOIS, PA.	PSB	See Philipsburg, Pa.									
DUBUQUE, IOWA	DBQ	OZ	3-9441	3,54	200	C	A			.65	1.50
DULUTH, MINN.	DLH	NO	RAndolph 2-6633	3,9	200	C	C			.70	1.90
DUNCAN, OKLA.	DUC	CN	ALpine 5-5800	3	200	A	C	DAL		.90	1.00
DURANGO, COLO.	DRO	FL	CHerry 7-2395	3,9	200	C	C	DEN		No Service Available	
DURHAM, N. C.	RDU	EA	3-9241	7,8,19	200	C	A	C	G	.70	1.90
		PI	91981	3	100	C	A	RDU-R	G		
EARLTON, ONT.	YXR	TC		22A	200	C	C			No Service Available	
EASTON, PA.	ABE	See Allentown, Pa.									
EAU CLAIRE, WISC.	EAU	NO	TEmple 4-1244	3,9	200					No Service Available	
EDINBURG, TEX.	MHK	TT	MU-6-3707	3	150	C				No Service Available	
EDMONTON, ALTA.	YXD	TC	28121	13,3,12,22A,7A	200	C	C	C		.50	1.00
		NW	55-2120	6	200	C	C	C		.50	1.00
		WA	GLendale 5-4197	6	200	C	C	C		.50	1.00
		CP	554171	1,3,9	1000	C	C	C		.50	1.00
EGLIN AIR FORCE BASE	EPS	SO	25111	3	200					.75	1.50
EL CENTRE, CALIF.	IPL	BL	Elgin 2-4218	3	200	C	C	SAN		No Service Available	
EL DORADO, ARK.	ELD	TT	UN-3-7273	3	150	C		MEM		No Service Available	
ELIZABETH CITY, N. C.	ECG	CA	2396	3	150	C	C	C		.40	1.00
ELKINS, W. VA.	EKN	AA	1100	9	250	C		PIT		No Service Available	
ELKO, NEV.	EKO	UA	REpublic 8-5121	9	200	C	A	SFO		No Service Available	
ELMIRA, N. Y.	ELM	CA	9-3686	3	150	C	C	SYR	G	.40	1.10
		MO	9-3656	3	200	C	C	SYR		.40	1.10
EL PASO, TEX.	ELP	AA	PRospect 8-3301	5,10,52	600	A	C	AC	G	.35	1.10
		CO	PRospect 8-1951	3,5,6,22,10	600	A	C	AC		.35	1.10
		TT	3-1233	3	150	A	C	AC		.35	1.10
ELY, NEV.	ELY	UA	AMhurst 4-4478	9	200	C	A	SFO		No Service Available	
ENID, OKLA.	WDG	CN	ADams 4-5474	3	200	C	C	MKC		No Service Available	
EPHRATA, WASH.	EPH	WC	SKyline 4-2522	3	150		C	GEG		No Service Available	
ERIE, PA.	ERI	AL	3-1617	3,19	150	C	A	C	G	.40	1.10
		CA	3-1129	3	250	C	A	C		.40	1.10
		LC ⊕	TEmple 8-2034	3	200	C	A	C			
		MO	3-7754	9	200	C	A	C		.40	1.10
ESCANABA, MICH.	ESC	NO	STate 6-1362	3	200	C	C			No Service Available	
EUGENE, ORE.	EUG	UA	DIamond 4-4221	9	300	A	A	OTH	G	.45	.95
		WC	DIamond 5-8506	3	150	A	A	OTH		.45	.95
EUREKA, CALIF.	ACV	PC	TErrace 9-1521	3,19	200	C	C	C		No Service Available	

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
EVANSVILLE, IND.	EVV	DL	HArrison 4-4771	9,3	300	A	A	C	G	.55	1.60
		EA	HArrison 2-7880	9,19,10	200	A	A	C		.55	1.60
FAIRBANKS, ALASKA.	FAI	ASA	4220.	3,5	1000					1.00	2.00
		NC									
		PAA	3262.	11,50	600						
		CP									
FAIRMONT, MINN.	FRM	NO	2198.	3	200			MSP		No Service Available	
FALL RIVER, MASS.	EWB	See New Bedford, Mass.									
FARGO, N. D.	FAR	NO	ADams 2-3234.	3	200	A	A	MSP		No Service Available	
		NW	5-4277.	4,6	200	A	A	MSP		No Service Available	
FARMINGTON, N. M.	FMN	FL	DAvis 5-0681.	3,9	200	C	C	DEN		No Service Available	
FAYETTEVILLE, ARK.	FYN	CN	HIllcrest 2-7306.	3	200		A	MKC		.45	1.00
FAYETTEVILLE, N. C.	FAY	NA	HEmlock 2-8157.	9	200	C	A	RDU	G	.55	1.00
		PI	HEmlock 2-4171.	3	100	A	A	RDU		.55	1.00
FITCHBURG, MASS.	FIT	NE	2-6785.	3	200	A	C	ORH		No Service Available	
FLAGSTAFF, ARIZ.	FLG	FL	PRospect 4-6601	3	200	C		DUG		No Service Available	
FLINT, MICH.	FNT	CA	CEdar 5-4037.	3,4,22.	250	C		YIP		.50	1.50
FLORENCE, ALA.	MSL	See Sheffield, Ala.									
FLORENCE, S. C.	FLO	EA	5255.	19.	200	C	A	CHS	G	.35	.75
FONTANA, CALIF.	FON	LX		20.	200					No Service Available	
FORESTVILLE, P. Q.	YFE	CP		1,3,6,9	400						
FORT CAMPBELL, KY.		See Clarksville, Tenn.									
FORT DODGE, IOWA	FOD	OZ	5-0431.	3,54.	200					No Service Available	
FORT GOOD HOPE, N.W.T.		CP		1,3,6,9	200						
FORT LAUDERDALE, FLA.	FLL	NE	JAckson 4-8631.	6	200					.80	1.60
		EA	JAckson 3-8546.	7	200	C	A	MIA	A	.80	1.60
		NA	JAckson 4-2503.	6	200	C	A	AC		.80	1.60
		NW	JAckson 2-1486.	52.	200	C	A	AC		.80	1.60
FORT MYERS, FLA.	FMY	NA	EDison 3-9311	9,6	200	C	C	TPA		.50	1.00
		RD	EDison 2-8061							.50	1.00
FORT NELSON, B. C.	YYE	CP	CPA	6,9	200		C	C			
FORT PIERCE, FLA.	FPR	RD-(Demand service).	Vero Beach 2345		6000					No Service Available	
FORT RILEY, KAN.	MHK	See Manhattan, Kan.									
FORT SILL, OKLA.	LAW	See Lawton, Okla.									
FORT SMITH, ARK.	FSM	BN	SUnset 3-5171	9	200	A	A	MEM		.40	.85
		CN	SUnset 2-3004	3	200	A	A	MEM		.40	.85
FORT STOCKTON, TEX.	FST	TT	157	3	150	C		ELP		No Service Available	
FORT ST. JOHN, B. C.	XFJ	CP	117	6,9	500						
FORT WAYNE, IND.	FWA	DL	HArrison 3352	3,9	200	A	C	TOL	G	.75	1.50
		TW	HArrison 2204	19.	400	A	C	TOL		.75	1.50
		UA	SHerwood 3133	9,6	300	A	C	TOL		.75	1.50
FORT WILLIAM, ONT.	YQT	TC	2-0641.	22A	200	C	C	C		.50	1.00
FORT WORTH, TEX.	ACF	AA	ATlas 4-2551.	9,5,10,50A,52	600	A	A	DAL	G	.55	1.35
		BN	ATlas 4-3261.	9,5	500	A	A	DAL		.55	1.35
		CO	ATlas 4-3861.	3,22.	200	A	A	DAL		.55	1.35
		CN	ATlas 4-2971.	3	200	A	A	DAL		.55	1.35
		DL	ATlas 4-6611.	9,3,5,10,53A.	400	A	A	DAL		.55	1.35
		TT	ATlas 4-3465.	3	150	A	A	DAL		.55	1.35
FRANKLIN, PA.	FKL	AL	IDlewood 2-3125	3	150	C				.50	1.50
FREDERICTON, N. B.	YFC	TC	6613.	22A	200	C	A	C		.50	1.00
FRESNO, CALIF.	FAT	TW	ADams 7-6174.	8	250	A	A	SFO	G	.60	1.50
		UA	CLinton 1-3522.	9	300	A	C	SFO		.60	1.50
FROBISHER BAY.		MAR.		1,3,4	500						
FULLERTON, CALIF.	FUL	LX		20.	200						
GADSDEN, ALA.	GAD	SD	LI-6-5285	3	100					.70	1.40
GAINESVILLE, FLA.	GNV	EA	FR -2-0481.	19.	20	A	C	JAX		.50	1.00
GALLUP, N. M.	GUP	FL	UNion 3-3312.	3	200	C	A	ELP		No Service Available	
GALVESTON, TEX.	GLS	TT	5-5062.	3	150					No Service Available	
GAMBELL, ALASKA	GAM	AS		3	500						
GANDER, NFLD.	YQX	PAA	723	10.	600	C	C	A			
		KLM			10	C	C	A			
		MAR.	935	3,1,4	500	A	A	A			
		GK				C	C	A			
		SN		15.		C	C	A			
		SR	723	6	600	C	C	A			
		TC	913	13,7A,22A	200	C	C	A		.35	.75
		TW	713	8,7	250	C	C	A		No Service Available	
GARDEN CITY, KAN.	GCK	CO	BRidge 6-5132	3	200	C	C	DEN		No Service Available	
GLADEWATER, TEX.	GGG	See Longview, Tex.									
GLASGOW, MONT.	GGW	FL	ACademy 8-2446.	3	200	C	C	GTF		No Service Available	
GLENDIVE, MONT.	GDV	FL	EMpire 5-3146	3	200	A	A	GTF		No Service Available	
GLENS FALLS, N. Y.	GFL	EA	3-2527.	19,8.	200	C	C	ALB		No Service Available	
		MO	2-1184.	3	200	C	C	ALB		No Service Available	
GOOSE BAY, LAB.	YYR	TC	TCA	13.	200					No Service Available	
		MAR.	6-2121.								
GRAND CANYON, ARIZ.	VLE	BL, (Seasonal)	VAlle 3								
GRAND FORKS, N. D.	GFK	NW	4-4629.	4	200	C	A	A		No Service Available	
		NO	2-1711.	3	200	A	A	A		No Service Available	
GRAND ISLAND, NEB.	GRI	FL	DU-2-2750	3,9	200	A	C	DEN		No Service Available	
GRAND JUNCTION, COLO.	GJT	FL	CHapel 2-5879	3,9	200	C		DEN		.75	1.00
		UA	CHapel 3-3112	6,5	200	C		DEN		.75	1.00
GRANDE PRAIRIE, ALTA.	YQU	CP	2031.	9	200	C	C				
GRAND RAPIDS, MICH.	GRR	CA	CHerry 3-0108	3,4,22.	250	A	A	MKG	G	.55	1.35
		FT	CHerry 1-2221	Served through DTW						.65	1.25
		LC	CHerry 1-4477	3	200	A	A	MKG			
		NO	CHerry 1-2441	3	200	A	A	MKG		.55	1.35
GREAT BEND, KAN.	GBD	CO	GLadstone 3-4776.	3	200	C	C			No Service Available	
GREAT FALLS, MONT.	GTF	NW	GLendale 3-6501	6,11.	300	A	A	AC	G	.55	1.00
		FL	GLendale 3-4844	3	200	A	A	AC		.55	1.00
		WA	GLendale 3-4355	6,9	200	A	A	AC		.55	1.00
		WC	GLendale 4-1396	3	150	A	A	AC		.55	1.00
GREEN BAY, WISC.	GRB	NO	HEmlock 5-5366.	3,9	200	C	C	C		.60	1.35
GREENSBORO, N. C.	GSO	CA	BRoadway 3-8646	3,22.	150	C	A	INT	G	.75	1.50
		EA	BRoadway 5-6688	19,8,7	200	C	A	INT		.75	1.50
		PI	CY-9-2141	3	100	C	A	INT	G	.75	1.50
GREENVILLE, MISS.	GLH	SD	2-2612.	3	100	C				No Service Available	
GREENVILLE, S. C.	GRL	DL	CEdar 2-8213.	3	200	A	A	ATL	G	.40	.85
		EA	9-3061.	19,9,8,52,7	200	A	A	ATL		.40	.85
		SO	CEdar 3-0173.	3	100					.40	.85
GREENWOOD, MISS.	GHW	SO	GLadstone 3-1623.	3	100	A	A	MEM		No Service Available	
GREENWOOD, S. C.	GRD	SO	9-3191.	3	100					No Service Available	
GREYBULL, WYO.	GEY	See Worland, Wyo.									
GRINDSTONE		MAR.		1,3,4	500						
GULFPORT, MISS.	GPT	NA	UNiversity 4-1554	17.	100	C	C	C	G	.55	1.10
		SO	UNiversity 4-2323	3	100	C	C	C		.55	1.10
GUYMON, OKLA.	GUY	CN	672	3	200					.50	1.00
GUNNISON, COLO.	GUC	FL	145	3	200	A	C	DEN		No Service Available	
HAGERSTOWN, MD.	HGR	AL	REgent 3-6700	3,19.	150	C			G	.50	.75
HALIFAX, N. S.	YHZ	TC	2-7411.	13,22A.	200	C	C	C		.50	1.00
		MAR.	6-2306.	3,1,4	500	A	A	A			
HAMILTON, ONT.	YHZ	TC								1.10	2.00
HAMPTON, VA.	PHF	See Newport News, Va.									
HANCOCK, MICH.	---	See Houghton, Mich.									
HANNIBAL, MO.	HNN	See Quincy, Ill.									
HARLINGEN, TEX.	HRL	TT	GA 3-4200	3	150			SAT		.50	1.00

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum
HARRISBURG, PA.	HAR	AL	CEdar 8-9426.	3,19.	150	A	C	BAL	G	.40	1.35
		CA	CEdar 6-7995.	3	150	A	C	BAL		.40	1.35
		TW	CEdar 4-3136.	19.	400	A	C	BAL		.40	1.35
HARRISON, ARK.	HRO	CN	EMpire 5-5475	3	200			STL		No Service Available	
HARRISONBURG, VA.	SND	PI	Weyers Cave 2761.	3	100	C	C	DCA		.70	1.40
HARTFORD, CONN.	BDL	AA	JAckson 2-6193.	9,15,5,52	3000	A	C	C	G	No Service Available	
		EA	JAckson 2-1854.	19,8,10,7	200	A	C	C		.65	1.25
		FT	JAckson 2-3145.	23.	10000	A	C	C		.65	1.25
		NE	NAtional 3-4418	3	200	A	C	C		.65	1.25
		TW	NAtional 3-5581	8,19.	400	A	C	C		.65	1.25
		UA	CHapel 6-5631	5,10,15,6	6000	A	C	C		.65	1.25
HASTINGS, NEB.	HSI	FL	2-2312.	3	200			OMA		No Service Available	
HATTIESBURG, MISS.	HBG	SO	JUniper 2-1643.	3	100	A	G	MSY		.50	1.00
		DL	JUniper 2-1643.	3	200	A	C	MSY		.50	1.00
HAWTHORNE, NEV.	HTH	BL	WIlson 5-3219	3	200	C	C	SFO		No Service Available	
HAY RIVER, N.W.T.	YHY	CP	GLadstone 5-4921.	1,3,6,9	200						
		QEA.		1,3,6,9							
HAZLETON, PA.	HZL	AL	GLadstone 5-4921.	3	150					.50	1.25
HAVRE, MONT.	HVR	FL	1810.	3	200	C	C	GTF		No Service Available	
HELENA, ARK.	HEE	TT	5-2577.	3	150		A	MEM		No Service Available	
HELENA, MONT.	HLN	NW	HIckory 2-0012.	4	200	A	A	GTF	G	.45	1.10
		WA	HIckory 2-8590.	9	200	A	A	GTF		.45	1.10
HENDERSONVILLE, N. C.	AVL	See Asheville, N. C.								.45	1.10
HERRIN, ILL.	MWA	See Marion, Ill.									
HIBBING, MINN.	HIB	NO	AMherst 3-7847.	3	200	C	C			.60	1.45
HICKORY, N. C.	HKY	PI	DI-5-3285	3	100	A	C	INT		No Service Available	
HIGH POINT, N. C.	GSO	CA	5411.	See Greensboro, N. C.							
		EA	2-3346.	See Greensboro, N. C.							
		PI	3778.	See Greensboro, N. C.							
HOBBS, N. M.	HOB	CO	EXpress 3-5414.	3	200	C		ELP		.60	1.25
HOLLOMAN AIR FORCE	ALM	See Alamagordo, N. M.									
HOMER, ALASKA	HOM	PN	22111	3						.75	1.00
HONOLULU, T. H.	HNL	NW	83256	6	200		C	AC		.65	1.25
		PAA.	58-221.	11,10,50,4	5000		C	AC			
		UA	HOnolulu 8-1811	6,53.	200		C	C			
		HA	85911	11,10	600		C	C			
		JL	HOnolulu 8-1811	6,10.	200		C	C			
		See Clarksville.									
HOPKINSVILLE, KY.		See Aberdeen, Wash.									
HOQUIAM, WASH.	HQM	CN	NAtional 4-1284	3	200	A	C	MEM			
HOT SPRINGS, ARK.	HOT	DL	NAtional 3-1671	9	300	A	C	MEM		No Service Available	
		TT	NAtional 3-8501	3	150	A	C	MEM		No Service Available	
HOT SPRINGS, S. D.	HSR	FL	555	3	200	C	C	DEN		No Service Available	
HOUGHTON, MICH.	CMX	NO	63.	3	200	C	C	C		No Service Available	
HOULTON, ME.	HUL	NE	2254.	3	200	A	C	C		.35	.75
HOUSTON, TEX.	HOU	AA	MIssion 9-1457.	9	250	A	A	C	G	.55	1.25
		BN	OLive 4-2686.	9,5,52.	500	A	A	C		.55	1.25
		CO	OLive 4-8531.	5,6,3,10,22	400	A	A	C		.55	1.25
		DL	OLive 4-2646.	9,10,19,53.	400	A	A	C		.55	1.25
		EA	OLive 4-2661.	9,10,7,19,52.	200	A	A	C		.55	1.25
		KLM.	CApitol 4-1701.	10.	550	A	A	C		.55	1.25
		NA	OLive 4-8564.	9,5	400	A	A	C		.55	1.25
		PAA.	CApitol 3-4131.	6,2	5000	A	A	AC		.55	1.25
		TT	MIssion 9-1218.	3	150	A	A	C		.50	1.25
HUNTINGTON, W. Va.	HTW	AL	3-1331.	3,19.	150	C	C	CVG	G	.50	1.60
		EA	3-9476.	19.	200	C	C	CVG		.50	1.60
		PI	GL-3-1356	3	100	C	C	CVG	G	.50	1.60
HUNTSVILLE, ALA.	HSV	CA	JEfferson 4-4583.	3,22.	150	A	A	BHM		.40	1.35
		EA	4680.	19,9.	200	A	A	BHM		.40	1.35
		SO	JEfferson 6-6383.	3	200					.40	1.35
HURLEY, N. M.	SVC	See Silver City, N. M.									
HURON, S. D.	HON	NO	ELgin 2-2910.	3	200	A	C	MSP		No Service Available	
		WA	ELgin 2-8601.	3	200	A	C	MSP		No Service Available	
HUTCHINSON, KAN.	HUT	CO	MO-2-6601	22,3.	200	C	C	MKC	G	.55	1.25
HYANNIS, MASS.	HYA	NE	SPring 5-1800	3	200	A	A	EWB		No Service Available	
IDAHO FALLS, IDA.	IDA	FL	JAckson 3-4574.	3	200	A	C	GTF		.45	1.10
		WC	JAckson 2-2695.	3	150	A	C	GTF	G	.45	1.10
		WA	JAckson 2-2695.	9	200	A	C	GTF		.45	1.10
IMPERIAL, NEB.	IML	FL	TU-2-4780	3	200			DEN			
INDIANAPOLIS, IND.	IND	AA	CHapel 1-2545	9,5	600	A	A	C	G	.45	1.35
		DL	CHapel 1-3333	9,3,19,5.	400	A	A	C		.45	1.35
		EA	CHapel 4-9521	9,19,7,10	200	A	A	C		.45	1.35
		LC@	CHapel 1-8201	3	200	A	A	C			
		OZ	MElrose 8-4909.	3,54.	200	A	A	C		.45	1.35
		RD-(Service Suspended)									
		TW	MElrose 4-3438.	8,19,8A,23.	4000	A	A	C		.45	1.35
INT'L. FALLS, MINN.	INL	NO	ATlas 3-3871.	3	200	C	C	C		No Service Available	
INYOKERN, CALIF.	IYK	PC		3						No Service Available	
IOWA CITY, IOWA	IOW	OZ	8-3604.	3,43.	200	A	C	PIA		No Service Available	
IRON MOUNTAIN, MICH.	IMT	NO	2575.	3	200	C	C			No Service Available	
IRONWOOD, MICH.	IWD	NO	741-W	3	200	C	C			No Service Available	
ITHACA, N. Y.	ITH	MO	3351.	9,3	200	C	C	SYR	G	.50	1.00
JACKSON, MICH.	JXN	NO	STate 9-6125.	3	200	C	C			.50	1.00
JACKSON, MISS.	JAN	DL	20866	9,3,5,8	400	A	C	MSY		.55	1.35
		SO	28889	3	100	A	C	MSY		.55	1.35
		TT								.55	1.35
JACKSON, WYO.	JAC	FL	310	3	200	C	C	GTF	G	.65	1.25
JACKSONVILLE, FLA.	JAX	DL	ELgin 6-0484.	3,5,8	400	A	A	C	G	.65	1.25
		EA	ELgin 6-5641.	9,8,10,7,19,6	200	A	A	C		.65	1.25
		NA	ELgin 3-1586.	9,5,6,52.	400	A	A	C		.65	1.25
		NE	ELgin 5-6611.	22.	200	A	A	C		.65	1.25
		RD (Service Suspended)			6000						
		SO	ELgin 4-7833.	3	200	A	A	C		.65	1.25
JAMESTOWN, N. Y.	JHW	AL	4118.	3,19.	150	C		BUF		.50	1.35
JAMESTOWN, N. D.	JMS	NW	199	4	200	C	A	MSP		No Service Available	
JANESVILLE, WISC.	JVL	See Beloit, Wisc.								No Service Available	
JEFFERSON CITY, MO.	JEF	OZ	6-2350.	3,54.	200	C				.55	1.10
JOHNSON CITY, TENN.	TRI	See Bristol, Va.	WA-8-3161								
		SO (See Bristol, Va.).									
JOHNSTOWN, PA.	JST	AL	9-1144.	3,19.	150	C			G	.50	1.25
JOPLIN, MO.	JLN	AA	MAyfair 3-7085.	9	250	A	C	MKC	G	.40	.85
		CN	MAyfair 3-2110.	3	200	A	C	MKC		.40	.85
		OZ	MAyfair 3-1817.	3,54.	200	A	C	MKC		.40	.85
JUNEAU, ALASKA	JNU	AS						C			
		ES						C			
		PAA.	6-1400.	11.	600			C			
		PN	6-1455.	4,8,16.				C		1.00	1.00
JUNCTION CITY, KAN.	MHK	See Manhattan, Kan									
KALAMAZOO, MICH.	AZO	LC@	FIreside 9-2669	3	200						
		NO	FIreside 9-2646	3	200	C	C			.55	1.10
KALISPELL, MONT.	FCA	WC	SK-6-5053	3	150	C	C	CHG		No Service Available	
KAMLOOPS, B. C.	LKA	CP	109	3	200	C	C	C			
KANAB, UTAH	BLT	MIdway 4-5001		3	200						
KANSAS CITY, MO.	MKC	BN	GRand 1-4140.	9,1,5,22,52	2000	A	A	AC	G	.70	1.60
		CO	GRand 1-3705.	3,10,22,50.	200	A	A	AC		.70	1.60
		CN	BAltimore 1-3955.	3	200	A	A	AC		.70	1.60
		DL	GRand 1-7613.	9,3	300	A	A	AC		.70	1.60

(Continued on next page)

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
KANSAS CITY, MO. (Concluded)	MKC	FL	VI-2-6252	3	200	A	A	C		.70	1.60
		OZ	GRand 1-6515	3,54	200	A	A	AC		.70	1.60
		TW	GRand 1-4400	8,7,19,23,8A	4000	A	A	AC		.70	1.60
		UA	GRand 1-1133	10	200	A	A	AC		.70	1.60
KEARNEY, NEB.	EAR	FL	CE-6-2921	3	200			DEN			
KEENE, N. H.	EEN	MO	1910	3	100	C	C	BOS		.65	1.10
		NE	Elmwood 2-1030	3	200	C	C	BOS		.65	1.10
KELOWNA, B. C.	YWX	CP	6025	3	200					.25	.85
KENAI, ALASKA	ENA	PN	206	3	200					.75	1.00
KENNEWICK, WASH.	PSC	See Pasco, Wash.									
KERRVILLE, TEX.	ERV	TT	CL-7-4050	3	150	C		SAT		No Service Available	
KETCHIKAN, ALASKA	KTN	PAA	3131	11	600			A			
		PN	3138	8,16				A			
KEY WEST, FLA.	EYW	NA	CYpress 6-5510	9	400	A	C	AC		No Service Available	
KILGORE, TEX.	GGG	See Longview									
KIMBERELY, B. C.	YXC	CP	LU-2-3511	9	200					No Service Available	
KING SALMON, ALASKA	AKN	PN	4	3	200					.60	1.00
KINGMAN, ARIZ.	IGM	BL	SKyline 3-3630	3	200	C	C	LAX		No Service Available	
KINGSPORT, TENN.	TRI	PI	CIrcle 6-4107	3	See Bristol						
		SD See Bristol				A					
KINSTON, N. C.	ISO	PI	JAckson 3-5006	3	100	C	C	RDU		No Service Available	
KITIMAT, B. C.	YKI	CP	220	3,9	200			C		1.00	1.00
KLAMATH FALLS, ORE.	LMT	WC	TU-4-7312	3	150	A	C	OTH		.55	1.50
KNOXVILLE, TENN.	TYS	AA	7-6264	9,5	500	C	C	CHA	G	.45	1.10
		CA	7-5521	3,22,8	250	C	C	CHA		.45	1.10
		DL	7-6661	9,3	400	C	C	CHA		.45	1.10
		PI	7-2571	3	100	C	C	CHA		.45	1.10
		SO		3	200	C	C	CHA		.45	1.10
KODIAK, ALASKA	MHB	PN	4131	3						.75	1.00
KOKOMO, IND.	OKK	LC	GLadstone 2-3202	3	200	C					
KOTZEBUE, ALASKA	OTZ	AS		3	500						
LACONIA, N. H.	LCI	NE	2475	3	200	C		LWM		No Service Available	
LA CROSSE, WISC.	LSE	NO	4-5680	3	200	C	C			No Service Available	
LA FAYETTE, IND.	LAF	LC	RIverside 3-1841	3	200	C					
LAFAYETTE, LA.	LFT	EA	CE-5-8536	19,9	200	A		BTR	G	.55	1.10
		TT	CE-4-5252	3	150	A		BTR		.55	1.10
LA GRANDE, ORE.	LGD										
LA JUNTA, COLO.	LHX	CO (Service Suspended)	725	3	200	C	C	DEN		No Service Available	
LAGUNA BEACH, CALIF.	SNA	See Santa Ana, Calif.									
LAKE CHARLES, LA.	LKC	EA	HE-6-3656	19,9	200	A	A	C	G	.55	1.35
		TT	HE-3-8511	3	150	A	A	C		.55	1.35
LAKELAND, FLA.	LAL	NA	MUtual 5-0691	9	200	C	C	TPA	G	.75	1.50
		RD	MUtual 3-5875							.75	1.50
LAKEVIEW, ORE.	LKV	WC	WH-7-2211	3	150	C	C	PDX		No Service Available	
LAKE PLACID, N. Y.	SLK	EA		19	200	C	C	MAL		No Service Available	
LAMAR, COLO.	LAA	CN	167	3	200			DEN			
LANCASTER, CAL.		See Palmdale, Calif.									
LANCASTER, PA.	LNS	AL	LOwell 9-0461	3,19	150	C			G	.55	1.35
		EA	LOwell 9-0466	19	200					.55	1.35
LAND O'LAKES, WISC.	LNL	Served through Rhindelander, Wisc. only.									
LANDER, WYO.	RIW	See Riverton, Wyo.									
LANSING, MICH.	LAN	CA	IVanhoe 5-2744	3,4,22	250	A	A	YIP	G	.55	1.35
		NO	IVanhoe 4-7467	3	200	A	A	YIP		.55	1.35
LARAMIE, WYO.	LAR	FL	FRanklin 5-5656	3	200	C	C	DEN		No Service Available	
LAREDO, TEX.	LRD	TT	3-3645	3	150	A	A	AC		.40	1.25
LAS VEGAS, NEV.	LAS	BL	DUdley 2-8811	3	200	C	C	LAX	G	.75	1.45
		PC		19	200	C	C	LAX		.75	1.45
		TW	DUdley 2-7306	8,7	250	C	C	LAX		.75	1.45
		UA	DUdley 2-0505	10,5	200	C	C	LAX		.75	1.45
		WA	DUdley 2-2100	9,6	200	C	C	LAX		.75	1.45
LAUREL, MISS.	LUL	SO	3440	3	100					.60	1.20
LAWRENCE, MASS.	LWM	NE	MUrdock 3-3141	3	200	A	C	LWM		.35	.75
LAWTON, OKLA.	LAW	CO	ELgin 3-4512	3	200	C	A	DAL		No Service Available	
		CN	ELgin 3-8600	3	200	C		DAL		No Service Available	
LEMMON, S. D.		FL	50	3	200			GTF		No Service Available	
LETHBRIDGE, ALTA.	YQL	TC	FA-7-2711	3	200	C	C	C		.35	.75
LEWISTON, IDA.	LWS	WC	SHerwood 3-1545	3	150	A	C	GEG		No Service Available	
LEWISTON, ME.	LEW	NE	3-2031	3	200	C	C	PWM		.50	1.00
LEWISTOWN, MONT.	LWT	PL	KEystone 8-9621	3	200	C	C	GTF		No Service Available	
LEXINGTON, KY.	LEX	DL	4-5569	9,3	250	C	C	CVG	G	.65	1.60
		EA	4-5795	19	200	C	C	CVG		.65	1.60
		PI	51920	3	100	C	C	CVG	G	.65	1.60
LIBERAL, KAN.	LBL	CN	MAin 4-5671	3	200	A				No Service Available	
LIMA, OHIO	LIA	LC	CApital 5-0075	3	200						
LINCOLN, NEB.	LNK	BN								.50	1.10
		FL	HEmlock 2-5391	3,9	200	A	C	OMA		.50	1.10
		UA	LIncoln 5-4371	9,6,10	300	A	C	OMA		.50	1.10
LITTLE ROCK, ARK.	LIT	AA	FRanklin 4-9333	5,10	250	A	A	MEM	G	.45	1.10
		BN	FRanklin 2-0207	9	200	A	A	MEM		.45	1.10
		CN	FRanklin 4-6418	3	200	A	A	MEM		.45	1.10
		DL	FRanklin 4-2040	9	300	C	C	MEM		.45	1.10
		TT	FRanklin 4-6312	3	150	C	C	MEM		.45	1.10
LOGAN, UTAH	LOU	WC	SKyline 2-5301	3	150	C	A	GTF		No Service Available	
LOGANSPORT, IND.		See Kokomo, Ind.									
LONDON, KY.	LOZ	PI	VO 4-2250	3	100			SDF		.35	.75
LONDON, ONT.	YXU	TC	2-3491	22A	200	C	C	C		.50	1.00
LONG BEACH, CALIF.	LGB	LX		20	200	C	A	LAX		.75	1.55
		UA	HArrison 1-8211	9	200	A	A	LAX		.80	1.65
		WA	HArrison 1-8271	6	200	A	A	LAX		.50	1.35
LONGVIEW, TEX.	GGG	TT	MIchigan 3-2441	3	150	A	C	DAL		.75	1.55
LOS ANGELES, CALIF.	LAX	AA	MAdison 6-0201	5,15,10,50A	10000	A	A	C	G	.75	1.55
		BL	SPring 6-2040	3	200	A	A	C		.75	1.55
		CO	ORegon 8-3943	10,22,50	200	A	A	C		.75	1.55
		CMA	MAdison 6-8484	5		A	A	C			
		CK	ORegon 4-4300	10	1000	A	A	C		.75	1.55
		LX		20	200	A	A	C			
		PAA	MAdison 6-8484	10,50	5000	A	A	AC		.75	1.55
		PC	SPring 6-0440	3,19	200	A	A	C		.75	1.55
		SAS		5,6,10,9	1320						
		TW	MIchigan 9441	8,7,23,50	4000	A	A	C		.75	1.55
		UA	ORegon 8-2511	9,5,6,10,15,53	6000	A	A	C		.75	1.55
		WA	SPring 6-2345	6,52	200	A	A	C		.80	1.65
(Lockheed Air Terminal) BUR		AA	MAdison 6201	5,15,10	6000	A	A	C	G	.75	1.55
		FTL	STanley 7-3411	23	10000	A	A	C		.75	1.55
		LX		20	200	A	A	C			
		PC	ORegon 8-1206	3,19	200	A	A	C		.75	1.55
		UA	STanley 7-3780	3	300	A	A	C		.75	1.55
		WA	THornwall 2-2101	6	200	A	A	C		.80	1.65
LOUISVILLE, KY.	SDF	AA	EMerson 8-1666	9,5,52	500	A	A	C	G	.60	1.50
		AK								.60	1.50
		DL		5,9	300	A	A	C		.60	1.50
		EA	EMerson 8-1646	8,7,19,9	200	A	A	C		.60	1.50
		OZ	EMerson 8-9955	3,54	200	A	A	C		.60	1.50
		PI	EMerson 8-3312	3	100	A	A	C	G	.60	1.50

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CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
LOUISVILLE, KY. (Concluded)	SDF	RD-(Service Suspended)									
		TW	JUniper 3-5327.	8,19.	400	A	A	C		.60	1.50
LOVELL, WYO.	POY	See Powell, Wyo.									
LUBBOCK, TEX.	LBB	BN	PO-5-7428	9,5,52.	200	A	A	DAL		.80	1.35
		CO	PO-3-4646	3,22.	200	A	A	DAL		.80	1.35
		CN	PO-3-9457	3	200	A	A	DAL		.80	1.35
LUFKIN, TEX.	LFK	TT	3-4521.	3	150	C		BUF		No Service Available	
LUSK, WYO.	LSK	See Casper, Wyo.									
LYNCHBURG, VA.	LYH	PI	VIctor 6-6575	3	100	C	C	RIC	G	.75	1.75
MACON, GA.	MCN	DL	3-6731.	9,3	250	C	C	ATL	G	.50	1.35
		EA	2-8701.	19,9.	200	C	C	ATL		.50	1.35
MADISON, WISC.	MSN	NO	CHerry 4-6201	3	100	A	A	MKE		.60	1.25
		NW	CHerry 9-4816	6,4	200	A	A	MKE		.60	1.25
		OZ	CHerry 9-6441	3,54.	200	A	A	MKE		.60	1.25
MAGNOLIA, ARK.	AGO	TT	711	3	150	C	C	DAL		No Service Available	
MANCHESTER, N. H.	MHT	NE	NAtional 3-7201	3	200	C	C	BOS		No Service Available	
MANDAN, N. D.	BIS	See Bismarck, N. D.									
MANHATTAN, KAN.	MHK	CO	PRospect 8-2152	3	200	C	C	MKC		No Service Available	
MANITOWOC, WISC.	MTW	NO	MUrray 4-5637	3	200	C	C			No Service Available	
MANKATO, MINN.	MKT	NO	3708.	3	200	C	C			No Service Available	
MANSFIELD, OHIO ⊕	MFD	LC	LAfayette 4-7411.	3	200						
MARFA, TEX.	MRF	TT	235	3	150	C		KLP		No Service Available	
MARIANNA, FLA.	MAI	NA	HUdson 2-2726	9	100	C	C	PFN	G	.50	1.00
MARIETTA, OHIO	PKB	See Parkersburg, W. Va.	DRake 5-6350.	3							
MARINETTE, WISC.	MNM	See Menominee, Mich.									
MARION, ILL. ⊕	MNN	OZ	714	3,54.	200	C				No Service Available	
MARION, IND. ⊕	MZZ	LC	ORleans 4-6585.	3	200	C					
MARION, OHIO ⊕	MNN	LC	2-2575.	3	200						
MARQUETTE, MICH.	MQT	NO	GRanite 5-4194.	3	200	C	C			No Service Available	
MARSHALL, TEX.	ASL	TT	4-4396.	3	150	C		DAL		No Service Available	
MARTHA'S VINEYARD, MASS.	MVY	NE	Vineyard Haven 1400	3	200	C	C	BOS		No Service Available	
MARYSVILLE, CALIF.	MYV	PC	SHerwood 3-5487	3	200	C	C	SFO		No Service Available	
MASON CITY, IOWA	MCW	OZ	1095.	3,54.	200	A		MSP		.55	1.50
MASSENA, N. Y.	MSS	EA	Rockwall 4-0505	19.	200	C	C	A		No Service Available	
MATANE, P. Q.	YMQ	QBA		3	400						
MATTOON, ILL.	MTO	OZ	ADams 4-7100.	3,54.	200	C				No Service Available	
MAYO, Y. T.	YMA	CP	CPA	3	200		C				
MCALESTER, OKLA.	MLC	CN	GArden 3-4758	3	200	C	C	DAL		No Service Available	
MCALLEN, TEX.	MMK	TT	MU-6-3707	3	150			BRO		No Service Available	
MCCALL, IDA.		WC		3	150			GEG			
MCCOOK, NEB.	MCK	FL	96.	3	200			OMA		No Service Available	
MCGRATH, ALASKA ⊕	MCG	AB		3,4	1000					.35	.50
MEDFORD, ORE.	MFR	PC	SPring 2-6161	3,19.	200	C	C	OTH		.55	1.60
		UA	SPring 3-6233	9	300	C	C	OTH		.55	1.60
		WC	SPring 2-7269	3	150	C	C	OTH		.55	1.60
MEDICINE HAT, ALTA	YXH	TC	JAckson 6-2605.	3	200	C	C	C		.70	.75
MELBOURNE, FLA.	MLB	EA	765	19,9.	200	A	C	FBI		.60	1.20
		NA	PArkway 3-6444.	9	200	A	C	FBI		.60	1.20
MEMPHIS, TENN.	MEM	AA	WHitehall 8-3374.	9,5,15,10	8000	A	A	C	G	.55	1.35
		BN	WHitehall 6-8395.	9	200	A	A	C		.55	1.35
		CA	WHitehall 8-0393.	22,9.	250	A	A	C		.55	1.35
		DL	WHitehall 8-2606.	9,3,5,19,1-A,32	6000	A	A	C		.55	1.35
		EA	WHitehall 2-2489.	8,19,9.	200	A	A	C		.55	1.35
		SO	WHitehall 8-1440.	3	200	A	A	C		.55	1.35
		TT	WHitehall 6-2535.	3	150	A	A	C		.55	1.35
MENOMINEE, MICH.	MNM	NO	UNion 3-6677.	3	200	C	C			No Service Available	
MERCED, CALIF.	MCE	UA	Rudolph 2-8011	9	200	C	C	SFO	G	.50	1.00
MERIDIAN, MISS.	MEI	DL	2-3141.	9,3	300	A	C	BHM		.35	.75
		SO	411	3	200	A	C	BHM		.35	.75
MEXICO CITY, D. F.	MEX	AA	22-12-22.	5,15,10	600			A			
		EA	22-77-70.	10.	200			A			
		PAA.	46-46-60.	6,2	5000		A	A			
		WA	46-90-40.	6	200			A			
		CMA.	12-21-96.	3,4,5,C-82.			A	A			
		AERONAVES.	18-50-40.	4,5,8,9,14A			A	A			
		LACSA.	46-46-60.	9							
MIAMI, FLA.	MIA	Avianca.	NEwton 3-2491	4,8	660		A	A			
		BN	NEwton 4-1951	5,10.	500	A	A	AC	G	.80	1.60
		BA	NEwton 4-4573	22.	700	A	A	AC		.80	1.60
		CA		22.	200						
		CU	TUxedo 7-4341	1,3,8,14A,22.	200	A	A	AC		.80	1.60
		DL	NEwton 5-2661	5,10,1-A,53	6000	A	A	AC		.80	1.60
		EA	NEwton 4-3571	53,19,7,8,16,10,19, 52,9.	300	A	A	AC		.80	1.60
		Guest.		8	200						
		KLM	FRanklin 3-8455	5	550	A	A	AC		.80	1.60
		LACSA.	NEwton 3-2491	1,9		A	A	AC			
		NA	TUxedo 5-2581	9,5,6,10,52,7	400	A	A	AC		.80	1.60
		NE	NEwton 3-2431	6,22.	200	A	A	AC		.80	1.60
		NW		52.	200						
		PAA.	NEwton 3-2491	2,6,10,50,15,53	10000	A	A	AC		.80	1.60
		RD	TUxedo 7-3501	1,15.	10000	A	A	AC		.80	1.60
		RN	88-6743		10000	A	A	AC		.80	1.60
		TW	NEwton 3-6511	7,50.	400	A	A	AC		.80	1.60
		VE			10000	A	A	AC		.80	1.60
		AVENSA		1,6		A	A	AC			
MIDLAND, TEX.	MAF	AA	MUtual 4-8281	9,5,10.	250	C	C	ELP		.40	1.25
		CO	MUtual 2-1114	3,22.	200	C	C	ELP		.40	1.25
MILES CITY, MONT.	MLS	FL	CEdar 2-1401.	3	200	C	A	CYF		No Service Available	
MILWAUKEE, WISC.	MKE	AA	SHeridan 4-9855	9	250 (4,000 via MDW)	A	A	C	G	.60	1.65
		CA	SHeridan 4-3327	3,22.	250	A	A	C		.60	1.65
		EA	HUmboldt 1-4600	7,10.	200	A	A	C	G	.60	1.65
		FT	HUmboldt 3-5000	Served through MDW	10000	A	A	C		.60	1.65
		NO	HUmboldt 1-0500	3,9	200	A	A	C		.60	1.65
		NW	HUmboldt 3-0443	11,6,4,15A,10,52,2.	2000	A	A	C		.60	1.65
		OZ	HUmboldt 3-3210	3,54.	200	A	A	C		.60	1.65
		UA	HUmboldt 1-3800	9,10.	300	A	A	C		.60	1.65
			HUmboldt 1-3809								
MINNEAPOLIS, MINN.	MSP	BN	PArkway 4-8748.	9,5,52.	500	A	A	C	G	.55	1.30
		CA	PArkway 1-1831.	22.	150	A	A	C		.55	1.30
		EA	PArkway 1-5508	7,10,52	200	A	A	C	G	.55	1.30
		FT	PArkway 9-8321.	1	6000	A	A	C		.55	1.30
		NO	PArkway 2-8281.	3,9	200	A	A	C		.55	1.30
		NW	PArkway 1-3567, Ext. 204	11,4,6,10,15A,2,52	2000	A	A	C		.55	1.30
		OZ	PArkway 1-4456.	3,54.	200	A	A	C		.55	1.30
		WA	PArkway 1-3383.	9,6,52	200	A	A	C		.55	1.30
MINOT, N. D.	MOT	FL	TEmple 8-0225	3	200			MSP		No Service Available	
		NO	TEmple 2-8212	3	200			MSP		No Service Available	
MISSION, TEX.	MME	See McAllen, Tex.									
MISSOULA, MONT.	MSO	NW	2-2471.	4	200	C	A	CYF		No Service Available	
MITCHELL, S. D.	MHE	NO	WYman 6-8283.	3	200	C	C			No Service Available	
MOAB, UTAH	MOR	FL	AL-3-6401	3	200	C	C	DEN			
MOBILE, ALA.	MOB	CA	GReenwood 9-6276.	22.	200	A	A	C	G	.55	1.60
		EA	GReenwood 9-1401.	7,8,19,9,16,52.	200	A	A	C		.55	1.60
		NA	GArden 6-4401	9,17.	400	A	A	C		.55	1.60
		SO	DIamond 2-0733.	3	100	A	A	C		.55	1.60

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CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
MODESTO, CALIF.	MOD	UA	LAmbert 3-3211	9	200	A	A	SFO		.50	1.25
MOLINE, ILL.	MLI	OZ	2-7591	3,54	200	A	C	PIA		.55	1.25
		UA	MOline 2-7701	9,6	300	A	C	PIA		.55	1.25
MONCTON, N. B.	YQM	TC	EV-4-9151	13,22A	200	C	C	C		.50	1.00
		MAR	4-9181								
MONROE, LA.	MLU	DL	FA-3-5116	9,3	300	C	C	MSY		.60	1.20
		SO	FA-5-4601	3	200	C	C			.60	1.20
		TT				C	C			.60	1.20
MONT JOLI, P. Q.	YYY	QBA		3	400						
MONTE VISTA, COLO.	MVS	See Alamosa, Colo.									
MONTEREY, CALIF.	MRY	FC	FRontier 2-7571	3,19	200	A	C	SFO	G	.55	1.10
		UA	FRontier 5-3157	9	300	A	C	SFO		.55	1.10
MONTGOMERY, ALA.	MGM	DL	AM-4-7313	9,3	200	A	A	MSY	G	.40	.85
		EA	CHerry 7-7361	19,8,9	200	A	A	MSY		.40	.85
MONTPELIER, VT.	MPV	NE	CApitol 3-2395	3	200	C	C	BTV		No Service Available	
MONTREAL, QUE.	YUL	AF	UNiversity 6-8344	7	200	A	C	AC		.35	.75
		CP	UNiversity 6-2901	14A	500	A	AC	AC		.45	1.00
		EA	MElrose 1-3870	19,52,7	200	C	C	A		No Service Available	
		KLM	UNiversity 1-3411	7,10,15,23	10000	A	C	AC		.35	.75
		NE	MElrose 1-8591	22	200	C	C	A		.50	1.25
		SN									
		TC	HUnter 9-5781	12,13,7A,22	200	A	C	A		.45	1.00
MONTROSE, COLO.	MTJ	FL	CHerry 9-4236	3	200	C	A	DEN		No Service Available	
MOREHEAD CITY, N. C.	MRH	PT	PA-8-4734	3	100	C	C	C		.35	.75
MORENCI, ARIZ.	CPT	See Safford, Ariz.									
MORGANTOWN, W. VA.	MGW	CA	2-3301	3	150	C	C	PIT	G	.55	1.25
MOSCOW, IDA.	PUW	See Pullman, Wash.									
MOSES LAKE, WASH.	EPH	See Ephrata, Wash.									
MOULTRIE, GA.	MGR	SO	YU-5-4048	3	100	C				.75	1.50
MUNCIE, IND.	MIE	LC ⊕	ATlas 8-3629	3	200	C					
MUSKEGON, MICH.	MKG	CA	3-1870	3,4	250	A	C	C	G	.50	1.25
MUSKOGEE, OKLA.	MKO	CN	MUrray 7-5494	3	200	C	A	MKC		No Service Available	
MUSKOKA, CAN.	YQA	TC, Seasonal		3,7,12,13,22	200						
MYRTLE BEACH, S. C.	MYR	PI	HIllcrest 8-6559	3	100	C		CHS		.45	.85
NANTUCKET, MASS.	ACK	NE	1140	3	200	C	C	EWB		No Service Available	
NASHVILLE, TENN.	BNA	AA	CHapel 2-6336	9,5,15,10	4500	A	A	C	G	.55	1.10
		BN	ALpine 5-5323	5,9	500	A	A	C		.55	1.10
		EA	ALpine 5-7412	9,19,10,7	200	A	A	C		.55	1.10
		OZ	CHapel 2-4363	3,54	200	A	A	C		.55	1.10
		SO	ALpine 4-0546	3	200	A	A	C		.55	1.10
		TW	ALpine 4-7726	7	250	A	A	C		.55	1.10
NATCHEZ, MISS.	HEZ	SO	6963	3	100	C				No Service Available	
NELSON, B. C.	YCC	CP		9	200					.25	.60
NEW BEDFORD, MASS.	EWB	NE	WYman 9-6441	3	200	A	C	C		.35	.75
NEW BERN, N. C.	EWN	NA	MElrose 7-5151	9	200	C	C	IMN		.55	1.10
		PI	MElrose 7-3972	3	100	A	C	IMN		.55	1.10
NEW BRUNSWICK, N. J.	NBR	NY(Service Suspended)									
NEW HAVEN, CONN.	HVN	AA	HObart 7-1667	9	250 (6000 via LGA)	A	A	C	G	.55	1.25
		EA	HObart 7-6311	19	200	A	A	C		.55	1.25
NEW IBERIA, LA.	LFT	See Lafayette, La.									
NEW LONDON, CONN.	GON	NE	HIlltop 3-9357	3	200	C		C		.50	1.25
NEW ORLEANS, LA.	MSY	BN	LA-4-3411	3	200	C	A	AC		.55	1.25
		CA	KEnner 4-3500	22,8	200	C	A	AC		.55	1.25
		DL	KEnner 4-3658	9,1-A,3,5,10,53	6000	C	A	AC		.55	1.25
		EA	4-360	7,8,16,10,19,52,9	500	C	A	AC		.55	1.25
		NA	KEnner 4-3616	9,5,6,17	400	C	A	AC		.55	1.25
		PAA	JAckson 2-6391	2,6	2000	C	A	AC		.55	1.25
		SO	KEnner 7-0158	3	200	C	A	AC		.55	1.25
		TA	CAnal 8374	4	4500	C	A	AC		.55	1.25
		TT				C	A	AC		.55	1.25
		AVENSA		6		C	A	AC			
NEW PHILADELPHIA, OHIO ⊕	PHD	LC	4-2729	3	200						
NEW YORK, N. Y., or NEWARK, N. J. (La Guardia).	LGA	AA	HAvermeyer 4-7600	9,5,15,52	10000	A	A	AC	G	1.00	2.00
		CA	MItchell 2-3002	22,8	200	A	A	AC		1.00	2.00
		EA	NE-9-8200	7,8,16,19,52	500	A	A	AC		1.00	2.00
		NE	ILlinois 7-3000	9,3,6,22	200	A	A	AC		1.00	2.00
		NY	DEfender 5-6600,Ext 16	20,21	200	A	A	AC		1.00	2.00
		TW	OXford 5-4525	8,7,19	400	A	A	AC		1.00	2.00
		UA	ILlinois 8-4900	5,6	6000	A	A	AC		1.00	2.00
(Idlewild)	IDL	AA	HAvermeyer 4-7600	9,5,10,50A,52	6000	A	A	AC	G	1.00	2.00
		AET	OLympia 6-6160	7	550						
		AERONAVES	ST-6-7341	14A		A	A	AC			
		AF	OLympia 6-5800	7	200	A	A	AC		1.00	2.00
		AVIANCA	ST-6-7341	7	660	A	A	AC			
		AZ	JUdson 2-6500	10	440	A	A	AC		.80	1.80
		BA	OLympia 6-5600	11,8	11100	A	A	AC			
		BN	OLympia 6-5243	52,50A	500	A	A	AC		1.00	2.00
		CA	HAvermeyer 9-5340	22,8	200	A	A	AC		1.00	2.00
		Cubana		3,22,7	200						
		DL	OLympia 6-5822	8,10,53	200	A	A	AC		1.00	2.00
		EA	OLympia 6-5109	6,7,8,10,19,52,53	500	A	A	AC			
		LH	OLympia 6-5560	7		A	A	AC			
		LY	OLympia 6-5290	8	650	A	A	AC			
		KLM	WHitehall 4-3480	2,10,15,23,8,7	10000	A	A	AC		.55	1.75
		NA	OXford 7-8181	9,5,6,10,52,7	400	A	A	AC		1.00	2.00
		NE	OLympia 6-5398	9,3,6,22	200	A	A	AC		1.00	2.00
		NW	MUrrayhill 7-4680	11,6,10,15A,2	2000	A	A	AC		1.00	2.00
		NY	DEfender 5-6600	20,21	200	A	A	AC		1.00	2.00
		PAA	ST-6-7341	2,6,10,50	10000	A	A	AC		1.00	2.00
		RD	OLympia 6-5748	1,2,15	10000	A	A	AC		1.00	2.00
		SAB		14,9,5,15,10	440						
		SN	JUdson 6-1050	5,6,15	400	A	A	AC			
		SK	OLympia 7-8000	5,6,10	1000	A	A	AC			
		SR	PLaza 7-4433	2,6	6000	A	A	AC			
		TC	JUdson 6-3210	22A	200	A	A	AC		1.00	2.00
		TRC	OLympia 6-5997	4,6,2	4000	A	A	AC		1.00	2.00
		TW	OXford 5-4525	8,7,23,50	4000	A	A	AC		1.00	2.00
		UA	OLympia 9-7975	5,15,10,53	6000	A	A	AC		1.00	2.00
(Newark)	EWR	AA	MArket 3-4062	9,5,15,10,52	6000	A	A	AC	G	1.00	2.00
		AL	MArket 2-2442	3,19	150	A	A	AC		1.00	2.00
		AX	MItchell 2-4605								
		BN	MArket 3-2041	5,10,52	200	A	A	AC		1.00	2.00
		CA	MItchell 2-3002	22,8	200	A	A	AC		1.00	2.00
		DL	MArket 3-3543	1-A,10	6000	A	A	AC		1.00	2.00
		EA	MItchell 3-8389	6,7,8,16,10,19,52	500	A	A	AC		1.00	2.00
		FTL	MArket 4-3700	23	10000	A	A	AC		1.00	2.00
		MO	MItchell 2-0335	9,3	200	A	A	AC		1.00	2.00
		NA	MArket 4-1953	9,5,6,10,7	400	A	A	AC		1.00	2.00
		NY	MItchell 2-8681	20,21	200	A	A	AC		1.00	2.00
		TW	MArket 3-5640	8,7,19	400	A	A	AC		1.00	2.00
		UA	MArket 2-2369	9,15,10,6,5	60000	A	A	AC		1.00	2.00
NEWCASTLE, WYO.	ECS	FL	SH-6-4421	3	200	C	D	DEN			

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
NEWPORT, VT.	EFK	NE Seasonal	1099.	3	200	C		C			
NEWPORT, ORE.	ONP	WC.	UNion 7-3373.	3	150			PDX		No Service Available	
NEWPORT NEWS, VA.	PHF	CA.	WArwick 8-1141.	3,4	150	C	C	C	G	.55	1.35
		NA.	Lee Hall 5181	9	200	C	C	C		.55	1.35
		PI.	LYric 6-2621.	3	100	C	C	C	G	.55	1.35
NIAGARA FALLS, N. Y.	IAG	AA.		Served through Buffalo N. Y.						.65	1.95
		CA.		Served through Buffalo N. Y.						.65	1.95
		MO.		Served through Buffalo N. Y.						.65	1.95
		AL.		Served through Buffalo N. Y.						.65	1.95
NOME, ALASKA ®	OME	ASA	MAin 199.	3,4	1000						
NORFOLK, NEB.	OFK	FL.	FRontier 1-0415	3	200					No Service Available	
		MO.	FRontier 1-5600	3	200					No Service Available	
NORFOLK, VA.	ORF	CA.	LOwell 3-3101	3,4,22,8.	250	A	C	C	G	.55	1.25
		NA.	ULysses 3-4378.	9	400	A	C	C		.55	1.25
		PI.	ULysses 5-4761.	3	100	A	C	C	G	.55	1.25
		ED.	LOwell 5-4978	1	6000	A	C	C		.55	1.25
NORTH BAY, ONT.	YYB	TC.	3366.	22A	200	C	C	C		.50	1.00
NORTH BEND, ORE.	OTH	WC.	SKyline 9-1011.	3	150	A	A	C		No Service Available	
NORTH EAST CAPE, ALASKA ®	OHC	AS.		3	500						
NORTH HOLLYWOOD, CALIF. ®---		LX.		20.	200			LAX			
NORTH PLATTE, NEB.	LBF	FL.	LS-2-3600	3,9	200	C		DEN		No Service Available	
NORWALK, CONN.		NY.		19.	200					No Service Available	
OAKLAND, CALIF.	OAK	AA.	Highgate 4-6056	5,10.	6000	A	A	C		.75	1.55
		PT.	LOckhaven 2-1871.	23.	10000	A	A	C		.75	1.55
		PA(See San Francisco)	GL-1-5888							.75	1.55
		PC.	LOckhaven 8-3422.	3,19.	200	A	A	C			
		TW.	HIghgate 4-6730	8	250	A	A	C		.75	1.55
		UA.	LOckhaven 3134.	9,5,10,6.	6000	A	A	C		.75	1.55
		WA.	LOckhaven 8-3012.	6	200	A	A	C		.75	1.55
		WC.	LOckhaven 2-6400.	3	150	A	A	C		.75	1.55
OCALA, FLA.	OCA	EA.	MA-2-3207	19.	200	A	C	TPA	G	.75	1.55
ODESSA, TEX.	MAF	AA.	FE-7-3561	9,8,10.	250	C	C	ELP		.35	.75
		CO.	FEderal 7-2371.	9,3	200	C	C	ELP		.40	1.25
OGDEN, UTAH	OGD	WC.	EXport 4-4533	3	150	C	A	DEN		.40	1.25
OGDENSBURG, N.Y.	OGS	MO.	1226.	3	200	C	C	C		.40	1.10
OIL CITY, PA.	FKL	See Franklin, Pa.								No Service Available	
OKLAHOMA CITY, OKLA.	OKC	AA.	MElrose 2-6378.	9,5,10.	600	A	A	DAL	G	.60	1.20
		BN.	MUtual 5-5113	9,5,52.	500	A	A	DAL		.60	1.20
		CO.	MUtual 5-7791	3,22.	200	A	A	DAL		.60	1.20
		CN.	MUtual 5-7744	3	200	A	A	DAL		.60	1.20
		TW.	MElrose 8-3377.	8	250	A	A	DAL		.60	1.20
OLYMPIA, WASH.	OLM	WC.	FLeetwood 6-6445.	3	150	C	A	C		No Service Available	
OMAHA, NEB.	OMA	BN.	WEbster 0682.	9	500	A	A	C	G	.55	1.25
		FL.	WEbster 8900.	3,9	200	A	A	C		.55	1.25
		NO.	ATlantic 9876	3	200	A	A	C		.55	1.25
		OZ.	HArney 7957	3,54.	200	A	A	C		.55	1.25
		UA.	WEbster 2429.	9,5,6,10.	400	A	A	C		.55	1.25
OMAK, WASH.	OMK	UC.	612	3	150	C	C	GEC		No Service Available	
ONTARIO, ORE.	OND	WC.	TUcker 9-5632	3	150	C	C	GEG		No Service Available	
ONTARIO, CALIF.	ONT	BL.	Yukon 6-6724.	3	200	C	C	LAX		.65	1.40
		WA.		6,9	150	C		LAX		.65	1.40
ORANGE, CALIF. ®		LX.		20.	200			LAX			
ORLANDO, FLA.	ORL	DL.	CHerry 1-4530	5,1A.	4000					.60	1.20
		EA.	4-4524.	9,19,7,8,6,10	200	A	A	TPA	G	.60	1.20
		NA.	GArden 2-0709	9,6	200	A	A	TPA		.60	1.20
		RD.	GArden 5-2696	1	6000	A	A	TPA		.60	1.20
OSHKOSH, WIS.	OSH	NO.	BEverly 5-3106.	3,9	200	C	C			No Service Available	
OSSINING, N. Y.		NY.		20.	200			LGA		No Service Available	
OTTAWA, ONT.	YOW	EA.	TA 2-0475	7	200	C	C	AC			
		TC.	CEntral 2-9611.	22A	200	C	C	C		.50	1.00
OTTUMWA, IOWA	OTM	OZ.	MUrray 2-1660	3,54.	200	A	A	FIA		.50	1.00
OWENSBORO, KY.	OWB	EA.	MUrray 3-1585	19.	200	C	C	SDF		No Service Available	
		OZ.	MUrray 4-2976	3,54.	200	C	C	SDF		No Service Available	
OXNARD, CALIF.	OKR	PC.	HUnter 3-4614	3	200	C	C	SDF		No Service Available	
PADUCAH, KY.	PUK	DL.	31732	9,3	200	C	C	LAX		No Service Available	
		OZ.	3-6238.	3,54.	200	A	C	EVV		.55	1.85
PAGE, ARIZ.	PGA	BL.	MIdway 5-2404	3	200			EVV		.55	1.85
PALATKA, FLA.	PLK	RD (Demand Service)		1	6000						
PALMDALE, CALIF.	PMD	PC.	WIndsor 7-2195.	19.	200			LAX		No Service Available	
PALM SPRINGS-INDIO, CALIF.	PSP	WA.	FAirview 5-2709	6	200	C	C	SAN			
		BL.	FAirview 5-5053	3	200	C	C	SAN		No Service Available	
PANAMA CITY, FLA.	PFN	NA.	POplar 3-9087	9	200	A	C	C	G	No Service Available	
		SD.	SUnset 5-6166	3	100					.80	1.10
PARIS, TEX.	PRX	CN.	SUnset 4-8535	3	200	C	A	DAL		.80	1.10
PARKERSBURG, W. VA.	PKB	AA.	HUdson 5-5542	9	250	C	C	PIT		.55	1.25
		AL.	HUdson 5-4541	3,19.	150	C	C	PIT	G	.60	1.60
		PI.	GArfield 8-6787	3	100	C	C	PIT		.60	1.60
PASCO, WASH.	PSC	WC.	LIberty 7-5547.	3	150	C	C	GEG		.60	1.60
PASO ROBLES, CALIF.	PRB	PC.	1700.	3	200	C	C	LAX		.50	1.50
PATERSON, N. J.	PNJ	NY.		20.	200			LGA			
PAWTUCKET, R. I.	SFZ	NE.	POplar 2-6230	3	200	A	C	PVD		No Service Available	
PAYETTE, IDA.	PTO	See Ontario, Ore.								No Service Available	
PEARL RIVER, N. Y.	PJR	NY (Service Suspended).									
PECOS, TEX.	PEQ	TT.	HI-5-2738	3	150	C	A	ELP		No Service Available	
PENDLETON, ORE.	PDT	UA.	CRestview 6-7211.	9,5,6	400	C	A	GEG		.45	.95
		WC.	CRestview 6-2461.	3	150	C	A	GEG		.45	.95
PENSACOLA, FLA.	PNS	EA.	HEmlock 2-2314.	8,9	200	C	A	C	G	.50	.95
		NA.	HEmlock 2-5152.	9	400	C	A	C		.50	.95
PENTICTON, B. C.	YYF	CP.	2947.	9	200	C	C	C		.25	.60
PEORIA, ILL.	PIA	AA.	7-3555.	9	250	C	A	C		.50	1.45
		OZ.	7-3548.	3,54.	200	C	A	C		.50	1.45
		TW.	7-4449.	19.	400	C	A	C		.50	1.45
PERU, IND.	OKK	See Kokomo, Ind.									
PHILADELPHIA, PA.	PHL	AA.	SAratoga 7-7977	9,5,15,52,10.	6000	A	A	C	G	.60	1.55
		AL.	SAratoga 7-7979	3,19.	150	A	A	C		.60	1.25
		CA.	SAratoga 7-6009	3,4,22.	250	A	A	C		.60	1.55
		DL.	SAratoga 7-9912	9,10,1-A.	6000	A	A	C		.60	1.55
		EA.	SAratoga 9-2115	10,7,19,8	200	A	A	C		.60	1.55
		FT.	SAratoga 6-7100	Served through NYC/EWR	10000	A	A	C		.60	1.55
		NA.	SAratoga 6-2235	9,10.	400	A	A	C		.60	1.55
		NE.	SAratoga 4-0310	6,22.	200	A	A	C		.60	1.55
		PAA	LOcust 8-1360	50,10	600	A	A	C		.60	1.55
		RD.	SAratoga 4-0332	1	6000	A	A	C		.60	1.55
		TW.	LOcust 8-3230	8,7,19,50,23.	4000	A	A	C		.60	1.55
		UA.	SAratoga 7-9234	9,5,15,6,10,53.	6000	A	A	C		.60	1.55
PHILIPSBURG, PA.	PSB	AL.	DIckens 2-1670.	3,19.	150	C		PHL		.75	1.70
PHOENIX, ARIZ.	PHX	AA.	Alpine 8-6761	5,10.	600	C	C	DUG	G	.55	1.40
		BL.	Alpine 8-8466	3	200	C	C	DUG		.55	1.40
		FL.	BRidge 5-1441	3,9	200	C	C	DUG		.55	1.40
		TW.	BRidge 5-5487	8,7	250	C	C	DUG		.55	1.40
		WA.	BRidge 5-6271	6,52.	200	C	C	DUG		.55	1.40
PIERRE, S. D.	PIR	NO.	CApital 4-5846.	3	200	C	C	OMA		.35	.75
		WA.	2448.	9	200	C	C	OMA		.35	.75

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
PINE BLUFF, ARK.	PBF	TT.	JE-4-8612	3	150	C		MEM		No Service Available	
PINEHURST, N. C.	SOP	PI.	Sou. Pines 2-8941	3	100	C	C	RDU		1.00	1.00
PITTSBURG, KAN.	PTS	OZ.	3600.	3,34.	200	C				No Service Available	
PITTSBURGH, PA.	PIT	AA.	SPaulding 1-2255.	9	250	A	A	C	G	.80	1.55
		AL.	SPaulding 1-3512.	3,19.	150	A	A	C		.80	1.55
		CA.	SPaulding 1-1600.	3,4,8,22.	250	A	A	C		.80	1.55
		EA.	SPaulding 1-3100.	9,7,19,52	200	A	A	C		.80	1.55
		LC©	SPaulding 1-4938.	3	200	A	A	C			
		NW.	SPaulding 1-1000.	6	200	A	A	C		.80	1.55
		TW.	EXpress 1-3240.	8,7,19,50,23.	3000	A	A	C		.80	1.55
		UA.	FEderal 1-6137.	10.	200	A	A	C		.80	1.55
PITTSFIELD, MASS.	PSF	MD.	2-8635.	3	100	C	C	BDL		.55	1.30
		NE.	9857.	3	200	C	C	BDL		.55	1.30
PLAINVIEW, TEX.	PVW	CN.	CApitol 4-7829.	3	200			DAL		.35	.75
PLATTSBURG, N. Y.	PLB	EA.	1983.	19.	200	C	C	MAL		No Service Available	
POCATELLO, IDA.	PIH	WA.	CEdar 2-8756.	9	200	C	C	GTF	G	.55	1.15
		WC.	CEdar 2-3584.	3	150	C	C	GTF		.55	1.15
POMONA, CALIF.©	JPO	LX.		20.	200			LAX			
PONCA CITY, OKLA.	PNC	CN.	ROgers 2-1611	3	200	C	A	MKC		No Service Available	
PORT ANGELES, WASH.	CLM	WC.	GLencourt 7-3101.	3	150	C	A	C		No Service Available	
PORT ARTHUR, ONT.	YQT	TC.								.50	1.00
PORT ARTHUR, TEX.	BPT	DL.	YU-2-4321	9	300	C	A	C		.55	1.50
		EA.	YU-3-3317	19,9.	200	C	A	C		.55	1.50
		TT.								.55	1.50
PORTLAND, ME.	PWM	NE.	SPruce 4-3941	9,3	200	A	C	PWM		.50	1.00
PORTLAND, ORE.	PDX	AS.	ATlantic 8-5073	4,6	1000	A	A	C	G	.60	1.35
		FT.	ATlantic 1-1158	1	10000	A	A	C		.60	1.35
		NW.	ATlantic 7-1103	4,6,10,2,52	2000	A	A	C		.60	1.35
		PAA	CApitol 7-6673.	10,50	600	A	A	C		.55	1.25
		PN.	ATlantic 8-5043	3,4,8		A	A	C		.50	1.25
		UA.	ATlantic 7-2411	9,6,10,5,53	400	A	A	C		.60	1.35
		WA.	ATlantic 7-3221	6,52.	200	A	A	C		.60	1.35
		WC.	ATlantic 8-5551	3	150	A	A	C		.60	1.35
PORTSMOUTH, OHIO©	PMH	LC.	BLackburn 9-6321.	3	200						
POUGHKEEPSIE, N. Y.	POU	MO.	GRover 1-3900	3	100	C	C	ALB		No Service Available	
POWELL, WYO.	POY	FL.	SKyline 4-4222.	3	200	C	C	GTF		No Service Available	
PRESCOTT, ARIZ.	PRC	BL.	252	3	200	C	C	DUG		.65	1.20
		FL.	HI-5-2100	3	200	C	C	DUG		.65	1.20
PRESQUE ISLE, ME.	PQI	NE.	4931.	3	200	A	A	NUL		No Service Available	
PRINCE GEORGE, B. C.	YXS	CP.	7	3,6,9	200	C	C	C			
PRINCE RUPERT, B. C.	YPR	CP.	3213.		200	C		C			
PRINCETON, W. VA.	BLF	PI.	Enterprise 0500	3	100	C		INT		No Service Available	
PROVIDENCE, R. I.	PVD	AA.	REgent 7-1053	9,5	500	A	A	C	G	.50	1.35
		EA.	REgent 7-9616	8,10.	200	A	A	C		.50	1.35
		FT.	ELmhurst 1-8500	Served Through Boston, Mass.						.50	1.35
		NA.	REgent 9-1405	9	200	A	A	C		.50	1.35
		NE.	UNion 1-3300.	3	200	A	A	C		.50	1.35
		UA.	TEmple 1-6950	6,5	300	A	A	C		.50	1.35
PROVO, UTAH.	PVU	BL.	FRanklin 3-7077	6	200	C	C	DEN		No Service Available	
PUEBLO, COLO.	PUB	CO.	WHitney 8-3316.	3,22.	200	C	A	DEN	G	.40	1.00
		FL.	WHitney 8-3323.	3	200	C	A	DEN		.40	1.00
PULLMAN, WASH.	PUW	WC.	LOgan 7-3761.	3	150	C	C	GEG		No Service Available	
QUEBEC CITY, QUE.	YQB	TC.		22A	200	C	C	C		.75	1.00
QUESNEL, B. C.	YQZ	GR.	60	3	200	C	C				
QUINCY, ILL.	UIN	CE.	BAldwin 2-3442.	3,54.	200	C	C	STL		.75	1.75
RALEIGH, N. C.	RDU	CA.	TEmple 2-3876	3,22.	150	C	A	C	G	.70	1.50
		EA.	TEmple 2-7380	8,19,7,9.	200	A	A	C		.70	1.50
		FI.	VAnce 8-5721.	3	100	C	A	C	G	.70	1.50
RAPID CITY, S. D.	RAP	FL.	FIllmore 3-6361	3	200	C	C	DEN		1.05	1.10
		NO.	FIllmore 3-5544	3	200	C	C	DEN		1.05	1.10
		WA.	FIllmore 2-7110	9	200	C	C	DEN		1.05	1.10
RAWLINS, WYO.	RWL	FL.	EAst 4-4571	3	200	C	C	DEN		No Service Available	
READING, PA.	RDG	EA.	FRanklin 5-8565	19.	200	A	C	PHL		.45	1.35
		CA.	4-4947.	3	150	A	C	PHL		.45	1.35
		TW.	FRanklin 6-7353	19.	400	A	C	PHL		.45	1.35
RED BLUFF, CALIF.	RBL	PC.	LAurence 7-1701	3	200	C	C	ACV		No Service Available	
REDDING, CALIF.	RDD	PC.	CHestnut 3-1211	3,19.	200	C	C	ACV		No Service Available	
REDMOND, ORE.	RDM	WC (See Bend, Ore.)									
REGINA, SASK.	YQR	TC.	LAurence 2-5622	13,3,22A.	200	C	C	C		.50	1.00
REHOBOTH BEACH©	REH	AL (Service Suspended).									
RENO, NEV.	RNO	BL.	FAirview 9-0001	3	200	C	C	SFO	G	.50	1.25
		UA.	FAirview 9-0211	9,5	400	C	C	SFO		.50	1.25
		WA.	FAirview 3-1801	6	200	C	C	SFO		.50	1.25
RHINELANDER, WIS.	RHI	NO.	FOrest 2-6316	3	200	C	C			No Service Available	
RICHLAND, WASH.	PSC	See Pasco, Wash.									
RICHMOND, IND.©	RID	LC.	4-1121.	3	200						
RICHMOND, VA.	RIC	AA.	FAirfield 2872.	9	500	A	A	C	G	.45	1.25
		AX-(Service Suspended).									
		CA.	7-4605.	22,4.	150	A	A	C		.45	1.25
		EA.	FAirfield 4105.	8,19.	200	A	A	C		.45	1.25
		NA.	REpublic 7-4186	9	200	A	A	C		.45	1.25
		PI.	REpublic 7-4101	3	100	A	A	C	G	.45	1.25
		RD (Service Suspended).									
RIMOUSKI, P. Q.	YRW	QBA		3	400						
RIVERSIDE, CALIF.	JRD	BL.	Overland 9-6221	3	200	C		LAX		No Service Available	
RIVERTON, WYO.	RIW	FL.	ULster 6-3552	3	200	C	C	DEN		No Service Available	
ROANOKE, VA.	ROA	AA.	EMpire 6-3455	9	500	A	A	RIC	G	.45	1.00
		EA.	6-0351.	19.	200	A	A	RIC		.45	1.00
		PI.	EMpire 6-0381	19.	100	A	A	RIC		.45	1.00
ROCHESTER, MINN.	RST	BN.	ATlas 9-4591.	9	200	C	A	C	G	.35	.85
		NW.	ATlas 2-1709.	4	200	C	A	C		.35	.85
		OZ.	3333.	3,54.	200	C	A	C		.35	.85
ROCHESTER, N. Y.	ROC	AA.	FAirview 8-4040	9,5	500	A	C	AC	G	.55	1.25
		CA.	BEverly 5-8524.	3,4,8,22.	250	A	C	AC		.55	1.25
		FT.	Baker 5-1473.	Served Through Buffalo N. Y.						.55	1.25
		MD.	FAirview 8-1550	9,3	200	A	C	AC		.55	1.25
ROCKFORD, ILL.	RFD	OZ.	5-0661.	3,34.	200					.75	1.75
		NO.	WOodland 5-1400	3	200					.75	1.75
ROCKLAND, ME.	RKD	NE.	804	3	200	C		C		No Service Available	
ROCK SPRINGS, WYO.	RKS	FL.	EMpire 2-5522	3	200	C	C	DEN		.50	1.00
ROCKY MOUNT, N. C.	RMT	CA.	2-2144.	3	150	C	C	RDU		.50	1.50
ROME, GA.	RMG	EA.	2-1521.	19.	200	C	A	ATL		.40	1.00
ROME, N. Y.	UCA	See Utica, N. Y.									
ROSEBURG, ORE.	RBG	WC.	ORchard 3-3231.	3	150	A	A	OTH		No Service Available	
ROSWELL, N. M.	ROW	CO.	MA-2-7432	3	200	C	C	ELP		.35	.75
ROSS BAY, LAB.	YRF	QBA		3	400						
ROUYN, QUE.	YUY	TC.		22A	200	C	C	C		.75	1.00
RUPERT, IDA.	RYI	WC.	ORchard 8-7402.	3	150	A	A	GPT		No Service Available	
RUTHERFORD, N. J.	RTF	NY.		20.	200			LGA		No Service Available	
RUTLAND, VT.	RUT	EA.	PRospect 3-6990	19.	200	C	C	BTV		No Service Available	
SACRAMENTO, CALIF.	SAC	PC.	GLadstone 6-6406.	19,3.	200	A	C	SFO	G	.60	1.35
		UA.	GLadstone 6-7861.	9,5,6	400	A	C	SFO		.60	1.35
		WC.	GArden 1-2440	3	150	A	C	SFO		.60	1.35
SAFFORD, ARIZ.	SAD	FL.	1004.	3	200	C		DUG		No Service Available	
SAGINAW, MICH.	MBS	CA.	OXbow 5-6371	3,22,4.	250	C	C	C		.70	1.45

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
SAGUENAY, QUE.	YBG	TC		22A	200					No Service Available	
SAINT JOHN, N. B.	YSJ	TC	3-1231	22A	200	C	C	C		.50	1.00
ST. JOHN'S, N'FLD.	YYT	TC	2370	13,22A	200	C	C	C		.50	1.00
		MAR		3,1,4	500	A	A	A			
ST. JOSEPH, MICH.		See Benton Harbor									
ST. JOSEPH, MO.	STJ	FL	ADams 4-7919	3	200	C	C	C		.55	1.35
		OZ	ADams 2-6066	3,54	200	C	C	C		.55	1.35
ST. LOUIS, MO.	STL	AA	PArkview 5-5510	9,5,10,15,52	7000	A	A	C	G	.60	1.60
		BN	PErshing 1-2243	9,22	200	A	A	C		.60	1.60
		CN	PErshing 1-2231	3	200	A	A	C		.60	1.60
		DL	PErshing 1-2194	9,5,10,1-A	6000	A	A	C		.60	1.60
		KA	PErshing 1-0510	9,19,10,52	200	A	A	C		.60	1.60
		OZ	PErshing 1-0990-J	3,54	200	A	A	C		.60	1.60
		TW	GEneva 6-4800	8,7,19,50,23	4000	A	A	C		.60	1.60
ST. PAUL, MINN.	MSP	BN	Call MSP	9,5	500	C	A	C		.50	1.15
		CA	PArkway 1-1831	22	150	C	A	C		.50	1.15
		EA	PArkway 1-5508	7,10,52	200	A	A	C	G	.50	1.15
		FT	PArkway 1-3311	1	6000	C	A	C		.50	1.15
		NO	PArkway 2-8281	3,9	200	C	A	C		.50	1.15
		NW	PArkway 1-3567, Ext. 204	11,2,4,6,10,52,15A	2000	C	A	C		.50	1.15
		WA	PArkway 1-3383	6,9,52	200	C	A	C		.55	1.30
ST. PETERSBURG, FLA.	PIE	EA	HEmlock 5-2121	7,9,52,8,10,19	200	C	C	AC	G	.75	1.50
		DL	HEmlock 6-7754	5	300	C	C	AC	G	.75	1.50
		NA	HEmlock 5-2161	9,6	200	A	C	AC		.75	1.50
		NE Served Through Tampa	TAmpa 7-8492	6	200	A	C	AC			
		NW		52	200						
		RD	REdwood 6-1351	1	6000	A	C	AC		.75	1.50
		TC	5-7611	(Served Through Tampa)							
SALEM, ORE.	SLE	UA	EMpire 2-2441	9	300	C	A	PDX	G	.50	1.00
		WC	JUstice 1-2448	3	150	C	A	PDX		.50	1.00
SALINA, KAN.	SLN	CO	TAylor 7-5553	3	200	C	A	MKC	G	.35	1.00
SALINAS, CALIF.	SNS	UA	NArrison 4-7686	9	200	A	A	SFO		No Service Available	
SALISBURY, MD.	SBY	AL	3158	3	150	C	A			.50	1.25
SALT LAKE CITY, UTAH.	SLC	BL	DAvis 8-8656	9	200	A	C	DEN	G	.40	1.10
		FL	EMpire 3-6796	3,9	200	A	C	DEN		.40	1.10
		UA	DAvis 8-8011	9,5,6,10,15	6000	A	C	DEN		.40	1.10
		WA	DAvis 2-0186	9,6,52	200	A	C	DEN		.40	1.10
		WC	DAvis 8-0576	3	150	A	C	DEN		.40	1.10
SAN ANGELO, TEX.	SJT	CO	7196	3,22	200	C	C	SAT		.50	1.10
		TT	8193	3	150	C	C	SAT		.50	1.10
SAN ANTONIO, TEX.	SAT	AA	TAylor 4-1401	5,15	6000	A	A	C	G	.55	1.10
		BN	TAylor 2-3351	52,5,9,7,10,50A	500	A	A	C		.55	1.10
		CMA	CA-5-6303	4,5		A	A	C			
		CO	TAylor 6-8591	10,5,6	400	A	A	C		.55	1.10
		EA	TAylor 6-3230	9,7,10,1,52	200	A	A	C		.55	1.10
		TT	TAylor 6-6301	3	150	A	A	C		.55	1.10
SAN BENITO, TEX.	HRL	TT	GA-3-4200	3	150	C		DAL		No Service Available	
SAN BERNARDINO, CALIF.	JSB	LX@		20	200	C		LAX			
	ONT	WA	YUkon 6-1119	6	200	C		LAX		No Service Available	
SAN DIEGO, CALIF.	SAN	AA	CYpress 6-6128	5,10	600 (10,000 Via LAX)	C	A	AC	G	.65	1.50
		BL	CYpress 6-6144	3	200	C	A	AC		.65	1.50
		FT	CYpress 6-6273	Served through BUR	6000	C	A	AC		.65	1.50
		UA	BElmont 4-7171	9,5,6,10	400	C	A	AC		.65	1.50
		WA	CYpress 8-8861	6	200	C	A	AC		.65	1.50
SANDSPIT, B. C.	YZP	CP		3	200						
SAN FRANCISCO, CALIF.	SFO	AA	YUkon 2-4620	5,15,50A,10	6000	A	A	AC	G	.75	1.55
		FT	PLaza 5-9405	1,15,23	10000	A	A	AC		.75	1.55
		JL@	JUno 3-3612	6	600	A	A	AC			
		PAA	EX-7-1414	11,10,50,4	4000	A	A	AC		.75	1.55
		PC	PLaza 5-9200	3,19	200	A	A	AC		.75	1.55
		TW	YUkon 2-5800	8,7,50,23	4000	A	A	AC		.75	1.55
		UA	JUno 8-2424, YUkon 6-1443	9,5,15,6,10,53	6000	A	A	AC		.75	1.55
		WA	PLaza 6-0677	6,52	200	A	A	AC		.75	1.55
		WC	PLaza 6-8555	3	150	A	A	AC		.75	1.55
SAN JOSE, CALIF.	SJC	PC	CYpress 5-5408	3,19	200	C	C	SFO		1.00	2.00
SAN JUAN, PUERTO RICO.	SJU	DL	9-0045	9	200		A	AC			
		AVIANCA		7							
		EA	9-0020	10,6,52	200	C	A	AC			
		PAA	2-5000	2,6,10,50	6000		A	AC		.60	1.35
		RD	9-0360	1,2	6000	C	A	AC			
		TAC	SAn Juan 9-0037	4,6,2	4000	C	A	AC		.85	1.35
SAN LOUIS OBISPO, CALIF.	SBP	PC	Enterprise 1-1513							No Service Available	
SANTA ANA, CALIF.	SNA	BL	KImberly 5-1146	3	200	C	C	LAX		.65	1.50
	JSA	LX@		20	200	C	C	LAX			
SANTA BARBARA, CALIF.	SBA	PC	WOodland 8-5121	19	200		C	LAX		No Service Available	
		UA	WOodland 7-1255	9	200	A	A	LAX		No Service Available	
SANTA CLARA, CALIF.	SJC	See San Jose, Calif.									
SANTA CRUZ, CALIF.	WVI	SW (Service Suspended)									
SANTA FE, N. M.	SAF	CO	YUcca 3-6397	3,22	200	C	C	ELP	G	1.05	1.10
		TW	3-6671	19	250	C	C	ELP		1.05	1.10
SANTA MARIA, CALIF.	SMX	PC	WAlnut 5-2541	3	200	C	C	LAX		No Service Available	
SANTA MONICA, CALIF. @	SMO	LX		20	200	C		LAX			
SANTA ROSA, CALIF.	STS	PC	LIberty 2-7095	3,19	200	C	C	SFO		No Service Available	
SARANAC LAKE, N. Y.	SLK	EA	2052	19	200	C	C	MAL		No Service Available	
SARASOTA, FLA.	SRQ	NA	ELgin 5-5131	9,6	200	A	C	TPA		.50	1.00
		RD (Demand Service)								.50	1.00
SASKATOON, SASK.	YXE	TC	8224	13,22A	200	C	C	C		.50	1.00
SAULT STE. MARIE, MICH.	INR	CA	MElrose 2-3371	3,4	250	C	C	AC	G	.50	1.00
		NO	MElrose 2-3371	3	200	C	C	AC	G	.50	1.00
SAULT STE. MARIE, ONT.	INR	TC	Algoma 6-5666	22A	200	C	C	G		.35	.75
SAVANNAH, GA.	SAV	DL	ADams 3-0267	9,3	300	A	A	C	G	.75	1.50
		EA	ADams 3-6651	19	200	A	A	C		.75	1.50
		NA	ADams 6-8234	9	200	A	A	C		.75	1.50
SCOTTSBLUFF, NEB.	BFF	FL	MElrose 5-2067	3	200	C	C	DEN		.55	1.10
SCHEFFERVILLE, P. Q.	YKL	QBA		3	400						
SCRANTON, PA.	AVP	See Wilkes-Barre, Pa.									
SEATTLE, WASH. (Seattle Tacoma)	SEA	AS	CHerry 2-0600	4,6	1000	C	C	AC	G	.50	1.50
		NW	CHerry 4500	11,6,10,15A,4,2,52	2000	C	C	AC		.50	1.50
		PAA	MA-4-2121	11,10,50	600	C	C	AC		.50	1.50
		PN	CHerry 3-1079	4,8,16		C	C	AC		.50	1.50
		TC	CHerry 2211	3	200	C	C	AC		.50	1.50
		UA	MUtual 2-3700	9,6,10,5,53	400	C	C	AC		.50	1.50
		WA	CHerry 3-5800	6,52	200	C	C	AC		.50	1.50
SEATTLE, WASH. (Boeing Field)	BFI	FT	PArkway 3-5916	1	10000	C	C	AC		.60	1.65
		WC	PArkway 3-5300	3	450	C	C	AC		.60	1.65
SELMA, ALA.	SEM	DL	4-7581	3	200	C	C	ATL		.45	.90
		SO	TRinity 4-7581	3	100	C	C	ATL		.45	.90
SEVEN ISLANDS, QUE.	YZV	TC		22A	200	C	C	C		No Service Available	
SHEFFIELD, ALA.	MSL	EA	EVergreen 3-5521	19,9	200	C	A	BHM		.35	.75
		SO	EVergreen 3-4581	3	200	C	A	BHM		.35	.75
SHERIDAM, WYO.	SHR	WA	ORchard 4-2424	6	200	C	C	OTF		.50	1.00

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
SHERMAN, TEX.	SWI	CN.	Twinbrook 2-4328.	3	200	C	C	DAL		No Service Available	
SHREVEPORT, LA.	SHV	BN.	6-7451.	9	200	C	A	DAL		.65	1.35
		DL.	6-1831.	9,3,8,19.	3000	C	A	DAL		.65	1.35
		TT.	6-4571.	3	150	C	A	DAL		.65	1.35
SIDNEY, MONT.	SDY	FL.	838	3	200	C	A	GTF		No Service Available	
SIDNEY, NEB.	SNY	FL.	3542.	3	200			DEN			
SILVER CITY, N. M.	SVC	FL.	0807.	3	200	C	A	DUG		No Service Available	
SIOUX CITY, IOWA	SUX	BN.	8-5553.	9	200	A	C	OMA		.45	.95
		NO.	8-0591.	3	200	A	C	OMA		.45	.95
		OZ.	5-6308.	3,54.	200	A	C	OMA		.45	.95
SIOUX FALLS, S. D.	FSD	BN.	4-6051.	9	200	C	C	MSP	G	.55	1.10
		NO.	4-9943.	3	200	C	C	MSP		.55	1.10
		WA.	4-4994.	9,6	200	A	C	MSP		.55	1.10
SMITHERS, B. C.	YYD	CP.		1,3,6,9	200						
SOUTH BEND, IND.	SBN	FT.	Atlantic 8-4441	Served Through Chicago					G	.55	1.20
		LC©	CEntral 4-4172.	3	200	A	A	CHI			
		NO.	CEntral 3-5131.	3,9	200	A	A	CHI		.55	1.20
		TW.	CEntral 2-1414.	19.	250	A	A	CHI		.55	1.20
		UA.	CEntral 2-4811.	9,6	300	A	A	CHI		.55	1.20
SOUTHERN PINES, N. C.	SOP	FL.	2-8941.	3	100	C	C	HOU		1.00	1.00
SPARTANBURG, S. C.	SPA	DL.	7131.	3	200	A	A	ATL		.45	1.10
		EA.	3-6326.	19.	200	A	A	ATL		.45	1.10
		SO.	3-5532.	3	100	A	A	ATL		.45	1.10
SPEARFISH, S. D.	SPF	NO.	57.	3	200	C	C			No Service Available	
SPOKANE, WASH.	GEG	NW.	Madison 4-3213.	11,4,6,10,2	500	A	A	C	G	.60	1.60
		UA.	TEmple 8-8222	9,5,6	300	A	A	C		.60	1.60
		WC.	RI-7-7114	3	150	A	A	C		.60	1.60
SPRINGFIELD, ILL.	SPI	AA.	8-3464.	9	250	C	A	C	G	.40	1.10
		OZ.	8-9677.	3,54.	200	C		C		.40	1.10
SPRINGFIELD, MASS. (Bradley Field)	BDL	AA.	REpublic 7-3774	Served Through Hartford.					G	.65	1.25
		EA.	REpublic 2-6275	Served Through Hartford.						.65	1.25
		FT.	REpublic 4-5675	Served Through Hartford.						.65	1.25
		NE.	National 3-4418	Served Through Hartford.						.65	1.25
		TW.								.65	1.25
SPRINGFIELD, MASS. (Barnes Field)	BAF	UA.	REpublic 9-3851	5,9,10,15	4000	A	C			.65	1.25
		MO.	REpublic 7-0107	3	200	A	C	C		.65	1.25
SPRINGFIELD, MO.	SGF	AA.	4-1871.	9	250	A	C	MKC	G	.40	1.10
		DL.	4-7353.	9,3	200	A	C	MKC		.40	1.10
		OZ.	4-6861.	3,54.	200	A	C	MKC		.40	1.10
SPRINGFIELD, OHIO©	SGH	LC.	ENterprise 5-6408	Served Through Dayton							
STAMFORD, CONN.	SCC	NY.	DAvis 3-8785.	20.	200			LGA		No Service Available	
STATE COLLEGE, PA.	PSB	See Philipsburg, Pa.									
STAUNTON, VA.	SHD	PI.	Weyers Cave 2761.	3	100	C	C	DCA		.70	1.40
STEPHENVILLE, NFLD.	YJT	TC.	5132.	13.	200	C	C	AC		.35	.75
		MAR	3-2144.	3,1,4	500	A	A	A			
STERLING, COLO.	STK	FL.	LA-2-5445	3	200						
STEVENS POINT, WIS.	STE	NO.	DIamond 4-2233.	3	200	C	C			No Service Available	
STILLWATER, OKLA.	SWO	CN.	FRontier 2-2647	3	200	C	C	DAL		No Service Available	
STOCKTON, CALIF.	SCK	PC.	HOward 4-2440	3	200	C	C	SFO	G	.80	1.85
		UA.	HOward 6-9755	9	300	C	C	SFO		.80	1.85
STUART, FLA.	SUA	RD (Demand Service)	293	1	6000					No Service Available	
STUTTGART, ARK.	SGT	TT.	WA-2-6200	3	150	C	C	MEM		No Service Available	
SUDBURY, ONT.	YSB	TC.	OSborne 4-4248.	22A	200	C	C	C		.50	1.00
SUPERIOR, WISC.	---	See Duluth.									
SWIFT CURRENT, SASK.	YYN	TC.	2945.	3	200	C	C	C		.70	.75
SYDNEY, N. S.	YQY	TC.	4546.	13,22A.	200	C	C	C		.90	1.00
SYRACUSE, N. Y.	SYR	AA.	GLenview 4-2423	9,5,10.	500	C	C	C	G	.45	1.25
		EA.		7,19.	200	C	C	C		.45	1.25
		MO.	54-3251	9,3	200	C	C	C		.45	1.25
TACOMA, WASH.	SEA	WA.	BRoadway 2-5188	6	200	C	C	AC		.65	1.75
		NW (See Seattle)									
TALLAHASSEE, FLA.	TLH	EA.	3-2800.	19,9.	200	A	A	PFN	G	.50	1.50
		NA.	2-4410.	9	200	A	A	PFN		.50	1.50
TAMPA, FLA.	TPA	CA.								.75	1.50
		EA.	REdwood 6-2461.	8,7,19,9,52,10.	200	A	A	AC	G	.75	1.50
		DL.	REdwood 6-9447.	5,1A.	2000	A	A	AC		.75	1.50
		NA.	REdwood 6-9833.	9,5,6,52.	400	A	A	AC		.75	1.50
		NE.	REdwood 6-2987.	6,22.	200	A	A	AC		.75	1.50
		NW.		52.	200					.75	1.50
		RD.	REdwood 6-1351.	1	6000	A	A	AC		.75	1.50
		TC.	ENterprise 5-7611	13,7A	200	A	A	AC		.75	1.50
		TW.	REdwood 6-4108.	7	250	A	A	AC		.75	1.50
TEMPLE, TEX.	TPL	ASA	HEmlock 5-2151.	1		A	A	AC			
		CO.	PR-3-3222	3	200	C	C	SAT	G	.55	1.35
		TT.	PR-8-2777	3	150	A	C	SAT		.55	1.35
TERRACE, B. C.	YXT	CP.	152	3	200	C				.25	.60
TERRE HAUTE, IND.	HUF	LC©	L-6159.	3	200	A	C	EVV			
		TW.	LIncoln 1234.	19.	250	A	C	EVV		No Service Available	
TETERBORO, N. J.	TEB	NY.		19.	200			LGA		No Service Available	
TEXARKANA, ARK.	TXK	BN.	2-6562.		200	C	C	DAL		.50	1.10
		TT.	2-4517.	3	150	C	C	DAL		.50	1.10
THIEF RIVER FALLS, MINN.	TVF	MO.	MUrdock 1-1223.	3	200	C	A			No Service Available	
TIMMINS, ONT.	YTS	TC.	1440.	22A	200	C	C	C		.55	1.25
TOLEDO, OHIO	TOL	CA.	HOlland HU 7-2121	3	150	C	A	C	G	.45	1.50
		DL.	HOlland 7-2369	9,3	300	C	A	C		.45	1.50
		EA.	HOlland 7-2311.	9,7,10.	200	C	A	C		.45	1.50
		FT.	CHerry 4-4276	Served Through Detroit	Mich.					.45	1.35
		LC	UN(Holland)5-2358	3	200	C	A	C			
		TW.	CHerry 4-8343	3,19.	250	C	A	C		.45	1.50
		UA.	UNiversity 5-5261	9,6,5	300	C	A	C		.45	1.50
TONOPAH, NEV.	TPH	BL.	742	3	200	C	A	SFO		No Service Available	
TOPEKA, KAN.	TOP	CO.	CEntral	3	200	A	A	MKC	G	.55	1.25
		CN.	CEntral 3-9671.	3	200	A	A	MKC	G	.55	1.25
TORONTO, ONT.	YYZ	AA.	EMpire 8-4365	9,5,52.	600	A	A	AC		.55	1.25
		CP.	BUtler 6-3601	14A	500	A	AC	AC		.45	1.10
		TC.	EMpire 6-9471	12,13,7A,22A.	200	A	A	AC		.45	1.50
TRAIL, B. C.		See Castlegar	1388.	9	200	C	C	C		.75	.75
TRAVERSE CITY, MICH.	TVC	CA.	WIndsor 7-5955.	3,4	150	A	A	MKG		No Service Available	
TRENTON, N. J.	TTN	AL.	TUxedo 2-4100	3	150	C	A	PHL		.55	1.10
		NY (Service Suspended)									
TUSCON, ARIZ.	TUS	AA.	MAin 3-4911	3,10.	250	A	A	DUG	G	.78	1.50
		FL.	MAin 2-7447	3,9	200	A	A	DUG		.78	1.50
		TW.	MAin 3-5438	8	250	A	A	DUG		.78	1.50
TULSA, OKLA.	TUL	AA.	TEmple 8-3361	9,5,10,52	600	A	A	MKC	G	.50	1.25
		BN.	TEmple 5-1561	9	500	A	A	MKC		.50	1.25
		CO.	TEmple 5-7677	3,5,22.	200	A	A	MKC		.50	1.25
		CN.	TEmple 5-9521	3	200	A	A	MKC		.50	1.25
		TW.	TEmple 5-8431	8	250	A	A	MKC		.50	1.25
TUPELO, MISS.	TUP	SO.	VInewood 2-8700	3	100	C				.60	1.20
TUSCALOOSA, ALA.	TCL	SO.	FL-2-3541	3	100		A			.50	1.00
TUSCUMBIA, ALA.	MSL	See Sheffield, Ala.									
TWIN FALLS, IDA.	TWF	WC.	REdwood 3-6721.	3	150	C	C	GEG		.50	1.00
TYLER, TEX.	TYR	TT.	4-9379.	3	150	C	A	DAL	G	.60	1.35
UKIAH, CALIF.	UKI	PC.	HOmestead 2-3742	3	200		C			No Service Available	
UNIVERSITY, OXFORD, MISS.	UOM	SO.	2498.	3	100					No Service Available	

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
URBANA, ILL.	CML	See Champaign, Ill.									
UTICA, N. Y.	UCA	MO.	6-9375.	9,3	200	C	C	C	G	.75	1.10
VAL D'OR, QUE.	YVO	TC.		22A	200	C	C	C		.50	1.00
VALDOSTA, GA.	VLD	NA.	CHerry 2-4862	17.	100	C	C	JAX		.60	1.35
		SO.	CHerry 2-8945	3	100	C	C	JAX		.60	1.35
VALENTINE, NEB.	VTN	FL.	62.	3	200			GNA		No Service Available	
VANCOUVER, B. C.	YVR	TC.	TAtlow 6301	12,13,3,7A,22A.	200	C	C	C		.35	1.00
		UA.	CHestwood 8-2177.	10,6,9.	300	C	C	C		.45	.85
		CP.	MUtual 3-9211	3,6,9,14A	500	C	AC	C		.35	.85
VENTURA, CALIF.	OKR	See Oxnard, Calif.									
VERNAL, UTAH	VEL	FL.	973	3	200	C	A	DEN		No Service Available	
VERO BEACH, FLA.	VRB	EA.	JOrdan 7-3456	19.	200	A	A	FRI		.35	.75
VICKSBURG, MISS.	VKS	SO.	550	3	100	C				.75	1.50
VICTORIA, B. C.	YYJ	TC.	2-5147.	3	200	C	C	C		.35	.75
VICTORIA, TEX.	ACE	TT.	HI-5-2341	3	150	C		SAT		No Service Available	
VIRGINIA BEACH, VA.	ORF	PI.	UL-5-4761	3					G		
VISALIA, CALIF.	VIS	UA.	REdwood 4-9293.	9	200	C	C	LAX		No Service Available	
WACO, TEX.	ACT	BN.	FL-4-3561	9	200	C	A	DAL	G	.55	1.25
		CO.	PLymouth 4-4618	3	200	C	A	DAL		.55	1.25
WALLA WALLA, WASH.	ALW	UA.	JAckson 5-5860.	9	200	A	A	GEG		.75	1.35
		WC.	JAckson 9-0780.	3	150	A	A	GEG		.75	1.35
WASHINGTON, D. C.	DCA	AA.	EXecutive 3-6460.	9,5,15,10,50A,52.	6000	A	A	AC	G	.65	1.50
		AL.	DIstrict 7-9660	3,19.	150	A	A	AC		.65	1.50
		AX-(Service Suspended).									
		BN.	STerling 3-6280	5,52.	500	A	A	AC		.65	1.50
		CA.	STerling 3-3000	3,4,8,22.	250	A	A	AC		.65	1.50
		DL.	DIstrict 7-9640	9,10,8.	300	A	A	AC		.65	1.50
		EA.	REpublic 7-6880	10,8,6,7,19,52.	200	A	A	AC		.65	1.50
		NA.	DIstrict 7-8905	9,5,6,10,52	400	A	A	AC		.65	1.50
		NE.	STerling 3-3931	6,22.	200	A	A	AC		.65	1.50
		NW.	STerling 3-9014	10,6.	200	A	A	AC		.65	1.50
		PAA	REpublic 7-5700	50.	400	A	A			.65	1.50
		PI.	DIstrict 7-1800	3	100	A	A	AC	G	.65	1.50
		RD.	Served Through Baltimore, Md.							.65	1.50
		TW.	STerling 3-4221	8,7,19.	400	A	A	AC		.65	1.50
		UA.	STerling 3-0895	9,10,6,5.	300	A	A	AC		.65	1.50
WATERLOO, IOWA.	ALO	BN.	ADams 4-6835.	9	300	C	C	FIA		.55	1.35
		OZ.	ADams 2-0042	3,54.	200	C	C	FIA		.55	1.35
WATERTOWN, N. Y.	ART	EA.	TEnnyson 6-3311	19.	200	C	C	A	G	.45	.85
		MO.	TEnnyson 6-2020	9,3	200	C	C	A		.45	.85
WATERTOWN, S. D.	ATY	NO.	TUrner 6-5729	3	200	A	C	MSP		No Service Available	
WATERVILLE, ME.	WVL	NE.	TRinity 2-2133	3	200	C	C	BGR		.35	.75
WATSON LAKE, Y. T.	YWH	CP.		1,3,6,9	200						
WAUSAU, WISC.	AUW	NO.	2-2096.	3,9	200	C	C			No Service Available	
WAYCROSS, GA.	AYS	EA.	3400.	19.	200	C	A	JAX		No Service Available	
WAYNESBORO, VA.	SHD	PI.	Weyer Cave 2761	3	100	C	C	DCA		.70	1.40
WENATCHEE, WASH.	EAT	WC.	Normandy 2-2651	3	150	C	A	SEA		No Service Available	
WEST HELENA, ARK.	HEE	See Helena, Ark.									
WEST PALM BEACH, FLA.	PBI	DL.	JU-5-0621	10.	200	A	A	AC		.40	1.35
		EA.	OVerland 3-0036	7,6,9,52,10	200	A	A	AC	G	.40	1.35
		NA.	TEmple 3-7275	9	200	A	A	AC		.40	1.35
		RD.	TEmple 3-2548	1,15.	6000	A	A	AC		.40	1.35
WESTFIELD, MASS.	BAF	See Springfield, Mass.									
WHEELING, W. VA.	HLG	AL.	WOodsdale 944	3,19.	150	C	C	PIT	G	.50	1.10
		CA.	WOodsdale 3308.	3	150	C	C	PIT		.50	1.10
		TW.	CEdar 3-0220.	19.	250	C	C	PIT		.50	1.10
WHITEHORSE, Y. T.	YXY	PAA	2191.	11.	600		A	C			
		CP.	2211.	3,6,9	500	C	C	C			
WHITE PLAINS, N. Y.	HPN	MO.	8-5555.	3	200	C		LGA		.60	1.20
		NY.		20.	200	C		LGA		.60	1.20
		PA (See New York)	ST-6-7341								
WHITE RIVER JCT., VT.	LEB	NE.	LEb 1040.	3	200	C	C	BTV		No Service Available	
WICHITA, KAN.	ICT	BN.	WH-3-3284	9,1,5,52.	2000	A	A	MKC		.60	1.20
		CO.	WH-3-4241	22,5.	200	A	A	MKC		.60	1.20
		CW.	Whitehall 3-3275.	3	200	A	A	MKC		.60	1.20
		GE.	Whitehall 3-4191.	3,54.	200	A	A	MKC		.60	1.20
		TW.	AMherst 5-9613.	8,19.	400	A	A	MKC		.60	1.20
WICHITA FALLS, TEX.	SPS	BN.	322-4520.	9	200	A	A	DAL		.75	1.50
		CO.	32-2-3161	3	200	A	A	DAL		.75	1.50
WILKES-BARRE, PA.	AVP	AA.	OLympic 4-6708.	9	250	C	C	PHL		.65	1.30
		AL.	OLympic 5-1772.	3,19.	150	C	C	PHL		.65	1.30
		EA.	OLympic 4-4649.	19.	200	C	C	PHL		.65	1.30
		TW.	OLympic 5-1171.	19.	250	C	C	PHL		.65	1.30
WILLIAMS LAKE, B. C.	YWL	CP.		1,3,6,9	200						
WILLIAMSPORT, PA.	IPT	AL.	8-8609.	3,19.	150	A	C	PIT		.60	1.30
		CA.	8635.	3	150	A	C	PIT		.60	1.30
		TW.	8-8683.		250	A	C	PIT		.60	1.30
WILLISTON, N. D.	ISN	FL.	GReenfield 3-6019	3	200	A	A	GFK		No Service Available	
WILMINGTON, CALIF.	WDM	IX.		20.	200			LAX			
WILMINGTON, DEL.	ILG	AA.	EAst 8-4191	9	250	A	A	C	G	.65	1.55
		AL.	EAst 8-3190	3	150	A	A	C		.65	1.55
		EA.	EAst 8-5671	19.	200	A	A	C		.65	1.55
WILMINGTON, N. C.	ILM	NA.	HOger 3-6232.	9	200	A	C	C	G	.35	1.50
		PI.	HOler 3-1606	3	100	A	C	C	G	.35	1.50
WINDSOR, ONT.	YQG	AA.	WOodward 5-1000	Served Through Detroit, Mich.						No Service Available	
		TC.	CLearwater 4-1111	22A	200	C	C	C		.50	1.00
WINNIPEG, MAN.	YWG	CP.	Whitehall 3-8421.	14A	500	C	AC	C		.35	.75
		TC.	93-9361	12,13,3,22A	200	C	C	C		.35	.75
		NW.	67921	4,6	200	C	C	C		.35	.75
WINONA, MINN.	ONA	NO.	8-2144.	3	200	C	C			No Service Available	
WINSLOW, ARIZ.	INW	FL.	911	3	200	C	C	DUG		No Service Available	
WINSTON-SALEM, N. C.	INT	CA.	4-9382.	3,22.	150	A	A	C	G	.55	1.10
		EA.	PA-6071	19.	200	A	A	C		.55	1.10
		PI.	PArk 5-0511	3	100	A	A	C	G	.55	1.10
WISCONSIN RAPIDS, WISC.	STE	See Stevens Point, Wisc.									
WOLF POINT, MONT.	OLF	FL.	666	3	200	C	A	GTF		No Service Available	
WOONSOCKET, R. I.	SFZ	NE.	POplar 2-6230	3	200	C		PVD		No Service Available	
WORCESTER, MASS.	ORH	MO.	PLeasant 7-6367	9,3	200	A	C	C	G	.45	1.45
		NE.	SWift 9-4431.	3	200	A	C	C		.45	1.45
WORLAND, WYO.	WRL	FL.	FIreside 7-2142.	3	200	C	C	GTF		No Service Available	
WORTHINGTON, MINN.	OTG	NO.	3-6655.	3	200	C	C			No Service Available	
YAKIMA, WASH.	YKM	NW.	GLencourt 3-9934.	4	200	A	A	SEA	G	.75	1.50
		WC.	CHestnut 8-3100	3	150	A	A	SEA		.75	1.50
YAKUTAT, ALASKA.	YAK	PN.	4	16.	200					.60	1.00
YANKTON, S. D.	YKN	NO.	WOrth 5-7109.	3	200	C	C			No Service Available	
YARMOUTH, N. S.	YQI	TC.	1287.	22A	200	C	C	C		.35	.75
YORKTON, SASK.	YQV	TC.	34611	3	200	C	C	C		.35	.75
YOUNGSTOWN, OHIO	YNG	CA.	LIberty 5-9413.	3,4	250	A	C	CAK	G	.50	1.60
		CG	LIberty 5-2511.	3	200	A	C	CAK			
		UA.	LIberty 5-9744.	9	300	A	C	CAK		.50	1.60
YUBA CITY, CALIF.	MYV	See Marysville, Calif.									
YUMA, ARIZ.	YUM	BL.	SUnset 2-1871	3	200	A	C	SAN		.45	.8[illegible]
ZANESVILLE, OHIO	ZZV	LC.	GLadstone 2-7961.	3	200	C					

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
Flowers	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only	Capital	
Cut or uncut flowers and nursery stock	All points	West Coast	
Live Animals	Through Chicago	Ozark	
Live Animals	All points	Trans-Texas	Applies to Excess Baggage and Air Express, June 1-Oct. 1.
Meat, Meat Products	Off Line points within Mexico	AA	
Tropical Fish	All points	Frontier	Through April 30 via Airfreight Air Express.

CARRIER SERVICES

Blank spaces indicate no participation in services listed.

Carriers	Air Freight Services: Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck: Joint Tariffs	Air/Truck: Separate Tariffs	Note 3: CAF/BAF/RAF/RC/PAF	Equipment: Combination Aircraft	All Cargo Aircraft	Speedpak	Protective Services: Attendants Note 1: Armed Guards	Human Remains	Live Animals	Any Shipment	Signature Service	Special Services: "PRI" or "HOLD" Baggage	Note 2: Household Goods	Assembly or Distribution	Household Pets	Stopping-in-Transit	Storage	Horse Stalls
ALASKA AIRLINES, INC.	X	X	X	X		X		X				X	X		X	X	X	X	X		X	
ALLEGHENY AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
AMERICAN AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
BONANZA AIR LINES, INC.	X	X		X		X		X								X	X	X			X	
BRANIFF AIRWAYS, INC.	X	X	X			X		X	X		X	X	X	X	X	X	X	X	X		X	
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X	X							X	X	X	X		X	
CAPITAL AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
CARIBBEAN ATLANTIC AIRLINES, INC.								X														
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X	X			X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X								X	X	X	X		X	
DELTA AIR LINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X		X		X		X		X			X	X	X	X			X	
ELLIS AIR LINES								X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X		X	X	X	X		X	X	X	X		X	
MOHAWK AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
NATIONAL AIRLINES, INC.	X	X		X		X		X			X	X	X		X	X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X				X		X	X			X	X			X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X			X	
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X		X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X	
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X			X	
PACIFIC AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
PACIFIC NORTHERN AIRLINES, INC.	X							X		X												
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X				X	X	X	X		X	X	X	X	X	X	X		X			
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X		X	X	X	X	X	X	X	X	X			
PIEDMONT AVIATION, INC.	X	X		X				X								X	X	X			X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	
SEABOARD & WESTERN AIRLINES, INC.	X	X						X	X				X			X	X	X	X			
SOUTHERN AIRWAYS, INC.	X	X				X		X							X	X	X	X			X	
TRANS-CANADA AIR LINES	X	X				X		X	X							X	X	X	X		X	
TRANS CARIBBEAN AIRWAYS								X	X													
TRANS-TEXAS AIRWAYS	X	X		X		X		X							X	X	X	X			X	
TRANS WORLD AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
WESTERN AIR LINES, INC.	X	X		X		X		X							X		X	X	X		X	
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	

Note 1 - Attendants carried on all cargo aircraft only.
Note 2 - Applicable to CPA and TCA in Canada only.
Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;
the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

AIRCRAFT CHARTS

Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo)	1	G-18
Curtiss C-46 (Super D-46)	1A	G-18
Douglas C-54	2	G-20
Douglas DC-3	3	G-23
Douglas DC-4	4	G-21
Douglas DC-6	5	G-21
Douglas DC-6B	6	G-22
Lockheed Super Constellation (Comb.)	7	G-24
Lockheed Super Constellation (Comb.)	7A	G-24
Lockheed Constellation	8	G-24
Consolidated Convair	9	G-19
Douglas DC-7, 7-B, 7-C	10	G-22
Boeing Stratocruiser	11	G-17
Canadair North Star (All Cargo)	12	G-18
Canadair North Star (Comb.)	13	G-18
Douglas C-47 (All Cargo)	14	G-19
Bristol Britannia	14A	G-17

Aircraft	Chart No.	Page No.
Douglas DC-6A, DC-7BF	15	G-23
Douglas DC-6A (Comb.)	15A	G-22
Lockheed Constellation Speedpak	16	G-24
Smith Curtiss Commuter	18	G-25
Martin	19	G-25
Sikorsky S-55	20	G-25
Vertol 44	21	G-25
Viscount	22	G-25
Viscount	22A	G-25
Lockheed Super Constellation (All Cargo)	23	G-23
Fairchild C-82	24	G-19
Boeing 707	50	G-17
Boeing 707	50A	G-17
Boeing 720	50C	G-24
De Haviland Comet IV	51	G-18
Lockheed Electra	52	G-24
Douglas DC-8	53, 53A	G-22
Fairchild F-27 (See DC-3 Chart)	54	G-23

50 BOEING 707

Applicable To PAA, TWA

PACKAGE HEIGHT IN INCHES		4	8	12	16	20	24	28	32	36	40	44	48	
68	A	108	–	–										A 68
66	A	126	–	–										A 66
64	A	140	106	–										A 64
62	A	152	125	–										A 62
60	A	162	139	101										A 60
58	A	171	150	118										A 58
56	A	181	160	130										A 56
54	A	190	170	141	99									A 54
52	A	199	180	151	118									A 52
50	A	208	188	161	130									A 50
47	A	221	201	174	147	121	106	94	84	63	53	–	–	A 47
	B	127	120	112	103	95	87	78	70	63	53	–	–	B
44	A	232	214	186	161	137	123	113	105	96	85	65	–	A 44
	B	133	126	118	110	102	95	88	84	82	80	65	–	B
40	A	243	229	202	178	156	140	124	114	106	95	85	–	A 40
	B	149	141	134	133	130	124	116	109	102	95	85	–	B
36	A	250	241	218	195	173	156	138	125	113	106	96	74	A 36
	B	169	168	162	153	145	136	128	120	113	106	96	74	B
32	A	255	250	233	210	187	168	149	135	125	114	105	87	A 32
	B	198	194	182	170	160	148	139	130	122	114	105	87	B
28	A	259	257	243	225	200	179	159	149	138	124	113	96	A 28
	B	222	215	200	186	174	160	149	139	130	122	113	96	B
24	A	263	261	254	238	212	189	179	168	156	140	123	103	A 24
	B	242	236	219	202	187	172	158	147	137	128	119	103	B
20	A	266	265	261	249	222	212	200	187	173	156	137	109	A 20
	B	261	257	238	218	200	183	167	153	143	133	125	109	B
16	A	271	268	266	258	249	238	225	210	195	178	161	142	A 16
	B	269	268	256	233	213	193	175	159	148	138	129	114	B
12	A	273	271	269	266	261	254	243	233	218	202	186	169	A 12
	B	272	270	269	248	224	202	181	164	152	141	132	118	B
8	A	2	272	271	268	265	261	257	250	241	229	214	197	A 8
	B	274	272	271	263	233	209	187	269	155	144	134	121	B
4	A	276	274	273	271	266	263	259	255	250	243	232	216	A 4
	B	275	274	273	270	240	214	190	172	158	146	135	123	B
		4	8	12	16	20	24	28	32	36	40	44	48	

Line A — Use when package weighs less than 50 kilos and may be turned on side for loading.

Line B — Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.

PACKAGE WIDTH IN INCHES

50-A BOEING 707

FIRST DIMENSION (LENGTH) IS FOUND AT THE INTERSECTION OF THE OTHER TWO COLUMNS

Line A – Applicable To AA

Line B – Applicable To CAL, BNF

THIRD DIMENSION (HEIGHT) – INCHES		4	8	12	16	20	24	28	32	36	40	44	48
69	A	81											
67	A	87											
65	A	94	81										
63	A	102	89										
61	A	110	97	81									
59	A	120	106	90									
56	A	133	118	104									
53	A	146	131	118	95								
50	B	175	152	138	135	118	97	88	82	54			
50	A	159	144	132	117								
48	B	180	161	140	138	128	110	100	91	78	68	52	
47	A	171	156	144	132	118	107	100	70	62	52		
44	A	182	167	156	144	130	119	110	82	80	80	64	
44	B	187	175	156	144	139	130	120	108	96	86	73	52
41	B	193	177	165	153	141	130	118	105	98	91	81	
40	B	197	185	170	156	144	140	132	120	106	97	86	68
38	B	203	186	173	161	150	138	126	114	107	100	91	55
36	A	209	191	178	165	155	143	131	119	112	105	96	73
36	B	209	192	182	166	155	146	141	131	117	106	96	78
33	A	218	200	185	171	160	148	137	126	120	112	103	84
32	B	221	202	192	178	162	150	148	140	131	120	108	91
30	A	226	207	191	177	165	153	142	132	126	118	109	89
28	B	232	211	198	180	167	155	150	148	141	132	120	108
27	A	234	214	199	182	169	159	146	137	131	123	114	98
24	A	241	220	202	187	173	160	149	141	135	128	119	103
24	B	241	220	202	187	173	160	155	150	146	140	130	110
21	A	248	225	209	191	176	163	153	143	138	131	123	108
20	B	250	228	208	192	177	173	167	162	155	144	139	129
18	A	253	231	211	194	179	166	155	147	141	135	126	111
16	B	259	235	214	197	182	187	180	173	166	156	144	138
15	A	259	236	215	198	182	169	158	149	143	137	129	115
12	A	264	241	219	202	185	174	160	151	145	139	131	118
12	B	264	241	219	214	208	202	198	192	182	170	156	140
9	A	268	246	223	205	188	176	163	153	147	140	132	120
8	B	270	247	241	235	228	220	211	202	192	185	175	161
6	A	272	250	227	208	191	177	165	155	148	141	133	122
4	A	274	270	264	259	250	241	232	221	209	197	187	180
3	A	275	254	230	211	194	179	167	157	149	142	134	123
	A		4	8	12	16	20	24	28	32	36	40	44	48

SECOND DIMENSION (WIDTH) — INCHES

11 BOEING STRATOCRUISER

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
20	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
40	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
60	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
64	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27
68	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27
72	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27
76	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27
80	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27
84	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27
88	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27
92	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
96	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
100	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
104	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
108	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
112	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
116	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
120	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
124	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
128	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
132	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
136	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
140	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

13 CANADAIR NORTH STAR (COMBINATION)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	29	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60
2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
8	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
10	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
12	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
14	122	120	118	118	116	114	112	112	108	104	110	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
16	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
18	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47		
22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47		
24	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47	47			
26	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47				
28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47	47	47	47	47	47					
30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34															
36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32															
37	76	74	72	66	64	64	62	62	60	58	52	48	40	34	32															

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

12 CANADAIR NORTH STAR (ALL-CARGO)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	30	48	62	67	68	69	70	71	71½
1	372	372	312	251	239	227	209	190	166
2	372	372	290	238	226	215	199	183	158
3	372	350	269	227	215	205	190	175	151
4	372	330	255	216	205	196	181	168	146
5	372	310	243	205	195	189	174	161	143
6	372	293	231	196	187	181	167	155	140
7	352	280	220	188	180	174	160	149	122
8	332	266	210	180	173	167	154	144	104
9	313	255	201	173	167	162	147	140	96
10	295	244	192	167	162	155	140	137	91
11	278	235	185	161	157	150	135	133	88
12	262	225	179	157	152	145	130	130	
13	249	217	173	152	146	140	124	115	
14	236	208	167	147	141	135	119	107	
15	226	200	162	143	136	130	114	100	
16	216	193	15.	138	132	125	109	95	
17	206	186	151	134	128	121	105	89	
18	198	180	147	130	123	117	101		
19	190	174	142	125	119	113	98		
20	183	168	138	122	115	109	94		
21	175	163	134	118	111	105	90		
22	169	158	130	114	107	102			
23	163	153	127	111	104	99			
24	158	148	124	108	101	96			
25	153	144	121	105	98	92			
26	149	139	117	102	95				
27	144	135	114	100					
28	139	131	111	98					
29	135	127	108						
30	132	124	103						
31	128	120	102						
32	124	117	100						
33	121	113							
34	117	110							
35	114	107							

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

SECOND DIMENSION (IN INCHES)	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
78	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
96	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51 DE HAVILAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78	78	
15	78	78	78	78	78	78	78	78	78	
16	78	78	78	78	78	78	78	78		
17	78	78	78	78	78	78	78	78		
18	78	78	78	78	78	78	78			
19	78	78	78	78	78	78	78			
20	78	78	78	78	78	78	78			
22	78	78	78	78	78	78				
24	78	78	78	78	78					
26	78	78	78							
28	78	78								
30	78	78								

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

1-A CURTISS C-46R (All Cargo)

APPLICABLE TO DL ONLY

WIDTH (INCHES)	HEIGHT (INCHES) 8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72
14	389	389	389	389	389	389	389	389	389	389	389	337	221	221	184	122	94	74
18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114	84	63
22	309	309	309	309	309	309	309	309	309	309	309	259	259	182	151	103	73	54
26	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96	66	49
30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	57	43
34	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49	*
38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70	44	*
42	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63	*	*
46	176	176	176	176	176	176	176	176	176	176	176	151	112	112	75	56	*	*
50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51	*	*
54	151	151	151	151	151	151	151	151	151	151	151	132	96	98	49	45	*	*
58	139	139	139	139	139	139	139	139	139	139	139	123	55	55	49	*	*	*
62	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48	*	*	*
66	120	120	120	120	120	120	120	120	120	120	120	84	55	55	47	*	*	*
70	111	111	111	111	111	111	111	111	111	111	111	66	55	55	45	*	*	*
74	99	99	99	99	99	99	99	99	99	99	99	66	55	55	45	*	*	*
78	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*	*
82	75	75	75	75	75	78	75	75	75	75	75	66	54	54	*	*	*	*
86	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
90	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
94	75	75	75	75	75	75	75	75	75	75	75	64	*	*	*	*	*	*
98	74	74	74	74	74	74	74	74	74	74	74	63	*	*	*	*	*	*
102	73	73	73	73	73	73	73	73	73	73	73	63	*	*	*	*	*	*
106	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*	*

UMI

14 DOUGLAS C-47 (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES)							WIDTH ONLY (IN INCHES)				
	40	44	48	52	56	60	64	68	72	76	80	84
2	366	366	366	357	357	357	357	353	189	129	109	101
4	366	366	366	357	357	357	357	353	189	129	109	101
8	362	362	357	357	357	357	353	237	161	129	109	97
12	362	357	357	357	357	353	297	177	129	117	97	85
16	357	357	357	357	353	325	213	133	117	105	93	81
20	357	357	357	353	277	253	153	117	105	93	81	
24	325	309	305	285	253	213	117	109	97	85	81	
28	273	265	253	237	217	153	109	97	89	81	81	
32	233	229	217	197	177	121	105	93	85	81	81	
36	201	197	189	177	153	117	105	89	85	81	81	
40	177	173	169	157	141	105	105	85	85	81	81	
44	173	161	157	145	129	105	101	85	81	77		
48	169	133	133	129	117	105	93	81	81	77		
52	117	117	117	117	109	105	85	81	81	77		
56	97	97	97	97	97	85	69	69				

FIND **LENGTH** (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:

100 x 102 x 335

and

74 x 102 x 460

9 CONSOLIDATED CONVAIR

Applicable to NA and TW

Second Dimension (In Inches)	FIRST DIMENSION (IN INCHES)								
	5	10	15	20	25	30	35	40	45
5	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	73
20				70	70	70	70	70	70
25					60	70	70	70	55
30						55			

FIND **THIRD DIMENSION** (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

9

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2	A	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
	B	96	96	96	96	96	96	96	96	96	96	91	86	78	78	73	73	73	73	73	73	73	73	73	–
	C	108	108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D	96	96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	73
4	A		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	B		96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	–
	C		108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D		96	96	96	96	96	96	96	96	90	84	76	73	73	73	73	73	73	73	73	73	73	73	73
6	A			94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	B			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	–
	C			105	105	105	105	105	105	105	105	105	105	104	104	104	104	104	104	96	96	96	96	96	96
	D			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	73
8	A				92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
	B				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C				105	105	105	105	105	105	105	105	105	96	96	96	96	96	96	88	88	88	88	88	88
	D				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73
10	A					90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
	B					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C					102	102	102	102	102	102	102	102	90	90	90	90	90	90	80	80	80	80	80	80
	D					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
12	A						88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
	B						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C						93	93	93	93	93	93	84	84	84	84	84	84	84	80	80	80	80	80	80
	D						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
14	A							86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
	B							80	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C							84	84	84	84	84	84	80	80	80	80	80	80	80	80	80	80	80	80
	D							80	74	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64
16	A								84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	B								70	67	65	59	59	59	59	59	59	59	59	59	59	59	59	59	–
	C								80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	59
18	A									82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
	B									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	54
20	A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	50
22	A											76	76	76	76	76	76	76	76	76	76	76	76	76	76
	B											70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C											80	80	59	59	59	59	59	59	52	52	52	52	52	52
	D											70	70	70	70	70	70	70	70	70	70	70	70	70	46
24	A												72	72	72	72	72	72	72	72	72				
	B												70	70	70	70	70	70	70	70	70	46	46	46	46	–
	C												80	53	53	53	53	53	53	53	53	48	48	48	48	48
	D												46	46	46	46	46	46	46	46	46	46	46	46	46	43
	E		105	105	105	104	92	86	78	74	68	64	50	56	52	48	44								
	F		105		105		84		80		80		58		56		56	56							
26	A													30	30	30									
	B													46	46	46	46	46	46	46	46	46	46	46	–
	C													48	48	48	48	48	48	48	48	48	48	48	45
	D													46	46	46	46	46	46	46	46	46	46	46	41
28	A														30	30									
	B														46	46	46	46	46	46	46	46	46	46	–
	C														48	48	48	48	48	48	48	48	48	43	43
	D														46	46	46	46	46	46	46	46	46	46	40
30	C															48	48	48	48	48	38	38	38	38	38
32	C																48	48	48	36	36	36	36	36	36
34	C																	48	48	36	36	36	36	36	36
36	E		104	104	98	90	84	78	72	68	64	60	56	52	48	44	40								
	F		104		96		84		80		80		56		42		40	38							
48	E		96	96	88	80	74	68	64	60	56	52	50	46	44	40	36								
	F		96		88		80		80		56		48		42		38	34							

LINE A Applies to AA and MO
LINE B applies to BN, CO and NO
LINE C applies to WA
LINE D applies to UA only
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS

28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 98"

FIND **THIRD DIMENSION** (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

2 DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	541
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	538	535	530	521	517
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	486
16								550	550	550	550	550	542	539	536	533	531	525	523	520	508	498	487	480	471	462	456
18									550	550	550	550	537	528	518	510	505	500	491	483	480	470	463	453	447	439	429	420
20										550	536	521	509	498	489	482	476	467	461	455	445	434	452	417	408	396	389
22											518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356
24												485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331
26													457	445	434	423	415	403	394	387	377	368	357	346	334	321	310
28														427	413	400	389	375	365	358	349	342	332	322	311	301	294
30															397	383	370	357	346	335	328	321	312	303	294	286	278
32																367	355	344	331	320	311	303	294	287	279	272	266
34																	342	330	317	306	296	287	280	273	265	260	254
36																		316	305	292	283	275	268	262	256	249	244
38																			293	280	272	265	258	252	245	238	232
40																				270	263	255	248	242	235	228	221
42																					255	247	239	232	226	219	211
44																						239	230	223	216	209	202
46																							222	214	207	200	192
48																								206	199	190	184
50																									191	183	176
52																										176	169
54																											163
56																											
58																											
60																											
62																											
64																											
66																											

WIDTH OR HEIGHT (IN INCHES) / WIDTH ONLY (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
4	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
6	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	543	540	536	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
10	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
12	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	476	470	462	448	431	421	290	196	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
22	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
24	317	304	290	275	161	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109
34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	113	112	111	110	110	109	108
36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	108	107
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	109	108	107	107	106	105
40	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	106	105	104
42	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	108	107	106	105	104	103	102
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	101	100	99
48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	99
50	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99		
54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100				
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100					
58		142	138	134	129	127	122	119	116	113	110	108	106	105	105	104	104	103	102	101	100						
60			134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99							
62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95								
64					117	114	110	107	105	102	100	98	96	95	94	93											
66						111	108	105	102	100	98	95	94	93													

FIND **LENGTH** (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

UMI

4 DOUGLAS DC-4

LINE A applies to: CA, KL, PAA
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86												
	B	72												
12	A	86	86	86	86	86								
	B	72	72	65	65	60								
14	A	86	86	86	86	86	86							
	B	72	72	65	65	60	57							
16	A	86	86	86	86	86	86	86						
	B	65	65	65	65	60	57	55						
18	A	86	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55	52					
20	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
22	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	47			
24	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
26	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
28	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
30	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
32	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
34	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
36	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
38	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
40	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
42	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
44	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
46	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	—		
48	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	—			
50	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
52	A	86	86	86	86	86	86	86	—					
	B	65	65	65	65	60	57	55	52					
54	A	86	86	86	86	86	—	—						
	B	65	65	65	65	60	57	55						
58	A	86												
	B	—												

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

DOUGLAS DC-6 5

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150														
	B	150														
	C	150														
4	A	150	150													
	B	150	150													
	C	150	150													
6	A	150	150	150												
	B	150	150	150												
	C	150	150	150												
8	A	150	150	150	150											
	B	150	149	149	149											
	C	150	150	150	150											
10	A	150	150	150	150	150										
	B	150	143	140	137	133										
	C	150	150	150	150	150										
12	A	150	150	150	150	150	146									
	B	150	138	133	128	124	122									
	C	150	150	150	150	150	146									
14	A	150	150	150	150	150	146	131								
	B	144	131	124	119	118	116	114								
	C	150	150	150	150	150	146	131								
16	A	150	150	150	150	150	146	127	118							
	B	131	122	117	115	112	109	108	108							
	C	150	150	150	150	150	142	127	117							
17	A	150	150	150	150	150	136	123	116	107						
	B	120	115	107	107	106	105	104	104	104						
18	C	150	150	150	150	135	123	121	111	105						
19	A	150	150	150	150	138	128	120	114	101	98					
	B	112	107	105	103	102	101	100	100	99	98					
20	C	150	150	150	142	131	110	104	98	95	90					
21	A	150	150	150	148	130	118	116	106	96	94	86				
	B	104	100	98	97	97	97	96	96	95	94	86				
22	C	150	150	147	130	125	103	98	92	90	84	81				
23	A	150	150	143	127	121	110	105	98	94	90	82	78			
	B	96	94	94	93	93	93	92	92	91	90	82	74			
24	C	150	147	136	123	115	96	91	88	84	78	74	71			
25	A	148	148	138	123	113	100	95	93	91	83	79	73	67		
	B	92	90	90	89	89	88	88	88	87	87	78	70	52		
26	C	147	143	128	116	110	90	84	81	79	73	73	71	67		
27	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67	
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52	
28	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67	40
29	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67	
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	
30	C	133	118	108	95	89	80	76	72	71	67	63	58	43		
31	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67	
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52	
32	C	123	108	92	90	82	76	70	69	67	63	58	54	41		
34	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52	
	C	110	96	86	80	76	72	68	66	65	60	56	52	39		
35	A	103	84	75	73	73	73	73	73	73	73	73	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
36	A	103	84	75	73	73	73	73	73	73	73	73	71	71	67	67
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
38	A	88	78	73	73	73	73	73	73	73	73	73	71	71	67	67
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	88	75													
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
	C	75														
43	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
47	A	75	75	73	73	73	73	73	73	63	63	59	59			
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
51	A	73	73	73	73	73	73	73	73							
	B	52	52	52	52	52	52	52	52	52						
55	A	51	51	51	51	51	51	51	51							
	B	52	52	52	52	52	52	52	52							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

6 DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CO, KL, SAS
LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54
3	A	211																	
	B	200																	
	C	200	200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100
6	A	211	211																
	B	200	200																
	C	200	200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91
9	A	211	211	195															
	B	200	200	195															
	C	200	200	195	189	150	144	139	135	128	123	117	113	108	104	94	89	82	
12	A	211	193	186	158														
	B	190	190	186	158														
	C	190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74	
15	A	184	168	160	142	127													
	B	168	168	160	142	127													
	C	168	168	160	142	127	122	118	114	109	104	101	98	94	90	79	72	67	
18	A	175	161	144	135	122	121												
	B	175	161	144	135	122	121												
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
17	A	166	153	139	129	118	116	113											
	B	166	153	139	129	118	116	113											
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
18	A	158	147	135	135	124	114	111	108	105									
	B	150	150	135	123	114	111	108	105	101									
	C	150	150	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60	
19	A	149	141	128	118	109	106	103	101	94									
	B	149	141	128	118	109	106	103	101	94									
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
20	A	142	135	123	113	104	101	99	97	92	90								
	B	142	135	123	113	104	101	99	97	92	90								
	C	—	—	—	—	—	—	—	—	—	—								
21	A	137	128	117	109	101	96	95	94	90	87	84							
	B	124	124	116	108	99	96	95	94	90	89	89							
	C	124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54	
22	A	131	121	113	106	98	95	92	91	88	85	82	78						
	B	131	121	113	106	98	95	92	91	89	89	89	89						
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
23	A	126	116	108	101	94	91	89	87	84	81	79	76	74					
	B	126	116	108	101	94	91	89	89	89	89	89	89	85					
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
24	A	120	112	104	97	91	88	86	84	81	78	76	74	72	70				
	B	112	112	104	96	91	89	89	89	89	89	89	89	85	85				
	C	112	112	104	96	91	88	86	84	81	78	76	74	72	70	61	54	48	
25	A	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61			
	B	111	105	101	95	89	89	89	89	89	89	89	89	85	85	76			
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
26	A	104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53		
	B	104	102	94	92	89	89	89	89	89	89	89	89	89	89	85	76	76	
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
27	A	100	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43	
	B	100	99	95	89	89	89	89	89	89	89	89	89	85	85	76	76	70	
	C	99	98	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43	
30	A	89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39	
	B	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	C	88	88	86	80	74	72	72	71	69	67	65	63	61	59	48	43	39	
33	A	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36	
	B	89	89	89	89	89	89	89	89	89	89	89	88	82	82	74	74	69	69
	C	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36	
36	A	71	71	71	89	66	64	62	61	59	58	56	53	50	48	42	38	34	
	B	89	89	89	89	89	89	89	89	89	89	89	88	81	81	74	74	68	68
	C	71	71	71	89	66	64	62	61	59	58	56	53	50	48	42	38	34	
40	B	89	89	89	89	89	89	89	89	89	89	89	89	87	78	78	73	73	67
44	B	89	89	89	89	89	89	89	89	89	89	89	87	78	78	72	72	66	66
48	B	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	65	65
52	B	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	64	64
56	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64
60	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

15 – A
DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES: 48	50	52	54	56	58	60	62	64	66
	MAXIMUM LENGTH – INCHES									
3	265	*265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

10 DOUGLAS DC-7, 7-B, 7-C

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	3	6	9	12	15	18	19	20	21	22	23	24	25	26	27
3	*211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108
6	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97
9	189	173	158	150	144	137	131	126	121	116	111	106	101	97	92	87
12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77
15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68
18	136	126	116	112	108	103	99	96	92	89	85	82	79	72	66	60
21	120	111	103	100	97	93	90	87	85	83	79	76	72	66	60	54
24	105	98	91	90	87	84	81	80	78	76	72	69	65	59	54	49
27	93	88	83	81	78	76	74	73	71	70	67	63	59	54	50	45
Width only (in inches) 30	87	83	79	75	74	71	69	68	66	65	62	58	54	49	45	41
33	83	79	76	73	71	69	67	64	63	60	57	53	49	45	41	38
36	80	77	75	70	69	67	65	62	59	56	53	49	45	42	38	34

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

*Maximum length of 235 inches applicable to the DC-7C.

53 DOUGLAS DC-8

HEIGHT OR WIDTH (IN INCHES)

HEIGHT INCHES	WIDTH IN INCHES: 3	6	9	12	15	18	21	24	27	30	33	35
	MAXIMUM LENGTH - INCHES											
6	130	130	130	130	130	130	122	113	105	100	96	93
9	130	130	130	130	130	125	115	106	101	96	91	88
12	130	130	130	130	130	117	107	100	96	90	85	82
15	130	130	130	130	128	112	103	95	90	85	81	78
18	130	130	130	130	125	110	102	93	88	83	77	75
21	130	130	130	130	122	107	99	91	85	78	73	70
24	130	130	130	126	117	106	97	90	82	76	71	67
27	130	130	126	123	114	102	91	80	79	59	59	59
30	130	130	120	120	106	94	84	74	72	55	55	55
33	130	130	115	111	98	88	77	67	67	50	50	50
36	130	130	110	90	75	66	60	55	54	47	47	

53A DOUGLAS DC-8
Applicable To DL Only

WIDTH IN INCHES	HEIGHT IN INCHES: 6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
	MAXIMUM LENGTH — INCHES																
3	230	217	204	194	191	188	185	183	181	179	178	177	176	175	174	174	172
6	230	216	202	188	184	180	178	175	173	171	170	169	168	167	166	166	166
9	216	190	176	165	163	161	159	157	156	156	155	154	154	153	152	152	152
12	185	172	160	154	153	152	152	150	149	148	146	145	144	143	142	141	140
15	180	160	153	150	150	150	150	147	145	142	140	138	136	135	134	133	131
18	170	157	152	147	147	146	144	141	138	136	134	131	129	128	126	124	120
21	166	154	150	144	142	140	137	136	132	130	127	124	122	120	118	117	113
24	164	151	149	141	137	133	130	127	124	121	119	116	114	110	108	106	101
27	156	148	145	132	125	121	118	114	110	109	104	100	98	95	93	92	88
30	150	146	139	120	111	108	102	97	92	88	85	82	80	79	77	76	73
33	148	143	122	107	91	86	80	76	72	69	67	65	64	62	61	60	59
36	144	140	94	72	68	64	60	58	55	53	51	49	48	47	46	45	44

54 FAIRCHILD F-27
(Use DC-3 Chart)

3 DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN..... 33"x28"x44"
CP..... 24"x28"x357"
56"x56"x 93"
24"x60"x181"
LC..... 20"x24"x44"
FL ..... 36"x44"x86"
NE, PC ..... 28"x 40"x44"

FIND **THIRD DIMENSION** (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34	34	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32	32	32	32	32	32	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	36	31	31	31	31	31	31	31	31	31	31	31		
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30	30	
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29		
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25		
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													

FIND **HEIGHT** (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

15 DOUGLAS DC-6A (ALL CARGO) DOUGLAS DC-7B F (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
Width only (In Inches) 87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
103	115																		

FIND **LENGTH** (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

23 LOCKHEED SUPER CONSTELLATION (ALL CARGO)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	84	80	88	72	74
3	840	840	696	486	414
6	840	792	624	462	372
9	840	702	534	402	366
12	762	624	495	366	297
18	576	498	396	293	264
24	480	402	318	246	228
30	390	327	270	216	198
36	324	276	231	189	162
48	240	210	176	144	132
60	186	165	138	110	108
72	141	117	110		
88	117				

FIND **LENGTH** (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

Not applicable to TC (See Chart 7-A).

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	12	13	16	18	21	24	25	28	29	30	36	40
2	312	300	300	300	300	300	300	300	300	123	100	100	100
3	312	300	266	220	220	200	200	200	200	111	100	100	100
4	300	300	200	200	200	200	200	200	200	111	100	100	100
6	300	202	170	170	170	170	170	170	170	101	100	100	100
8	300	177	152	152	152	152	152	152	152	100	100	100	100
9	300	158	137	137	137	137	137	137	137	100	100	100	100
10	300	158	137	137	137	137	137	137	137	100	100	100	100
12	300	142	128	124	124	124	124	124	124	100	100	100	100
13	300	128	114	114	114	114	114	114	114	100	100	100	100
14	300	128	114	114	114	114	114	114	114	100	100	100	100
15	300	124	114	108	108	108	108	108	108	100	100	100	100
16	300	124	114	108	108	108	108	108	108	100	100	100	100
17	300	124	114	108	104	104	104	104	104	100	100	100	100
18	300	125	114	108	104	104	104	104	104	100	100	100	100
19	300	124	114	108	104	101	101	101	101	60	60	60	60
20	300	124	114	108	104	101	101	101	101	60	60	60	60
21	300	124	114	108	104	100	100	100	100	60	60	60	60
22	300	124	114	108	104	100	80	80	80	42	42	29	
23	300	124	114	108	104	100	52	48	45	42	42	29	
24	300	124	114	108	104	100	52	48	45	42	42	29	
25	300	124	114	108	104	100	48	29	29	29	29	29	
26	300	124	114	108	104	100	48	29	29	29	29	29	
28	300	124	114	108	104	100	45	29	29	29	29	29	
30	100	100	100	100	100	60	42	29	29				
32	100	100	100	100	100	60	29						
40	100	100	100	100	100	60							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

52 LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)																	
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46
24	159	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50
22	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51
20	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61
18	163	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69
16	164	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72
14	165	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75
12	165	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
10	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80
5	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80
	5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	60
6	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	290	290
22	300	300	300	300	300	300	290	290	260	260	260	260	260	260	260	260	260	260	260
24	300	300	300	300	300	300	290	280	196	196	196	196	196	196	196	196	196	196	196
26	300	300	300	300	300	300	290	280	197	187	187	187	187	187	187	187	187	187	187
28	300	300	300	300	300	300	290	260	197	187	168	165	165	165	165	165	165	165	165
30	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	133	133

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

8 LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
4	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
6	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
8	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
10	170	170	170	170	170	170	170	165	165	155	145	130	110	95	85	75	70	60	55
12	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	60	55
14	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	60	55
16	170	170	170	170	170	170	145	135	130	120	115	110	105	95	85	80	70	60	55
18	170	170	170	170	170	155	145	135	125	120	115	110	105	95	85	80	70	68	60
20	170	170	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	
22	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60	
24	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
26	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
28	170	170	170	170	145	135	130	120	115	115	105	95	90	80	75	68	60		
30	170	170	170	150	140	135	125	120	115	110	105	95	90	80	70	68	60		
32	170	170	170	145	140	130	120	120	115	105	105	95	85	75	70	60	55		
34	170	170	155	145	135	130	120	115	115	105	105	95	80	70	68	60	55		
36	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60			
38	170	155	145	135	125	120	115	110	105	95	95	80	70	68	60				
40	170	145	135	130	120	115	110	105	100	90	85	75	68	60	55				
41	170	145	135	130	120	115	110	105	95	90	80	70	68	60	55				

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

7A LOCKHEED SUPER CONSTELLATION (COMBINATION)

Applicable only to TC
(See Chart 7 for other Carriers)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	21	22	24	26	28	30	32	34
2	312	300	202	177	158	142	128	117	110	107	105	71	65	59	54	49	44	39
4	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
6	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
8	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
10	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
12	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
13	310	255	197	174	156	139	126	116	109	107	104	65	60	55	50	45	41	
14	300	255	197	174	156	139	126	116	109	105	104	65	60	55	50	45	41	
16	300	243	193	171	153	137	124	115	109	105	103	65	60	55	50	45	41	
18	300	234	190	168	150	135	122	113	108	104	103	65	60	55	50	45	41	
20	300	225	186	165	147	133	121	112	107	104	102	65	60	55	50	45	41	
21	300	218	181	162	144	130	119	111	106	103	102	65	60	55	50	45	41	
22	300	218	181	162	144	130	119	111	106	103	102	57	52	48	45	42		
24	300	212	177	158	141	128	118	110	105	102	101	57	52	48	45	42		
26	300	206	174	155	147	126	116	109	104	101	101	29	29	29	29			
28	300	200	170	152	137	124	114	108	104	101	100	29	29	29	29			
29	125	111	101	93	85	78	73	68	65	29		29	29	29	29			
30	96	90	85	80	74	70	67	67	57	29		29	29	29	29			
34	87	80	75	71	67	64	61	59	57	29		29	29	29	29			
39	56	55	54	54	53	52	52	51	51	29		29	29	29	29			

FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

58C BOEING 720

HEIGHT IN INCHES

WIDTH IN INCHES	5	8	12	16	20	24	28	32	36	40	44	48
5	256 (250)	230 (230)	218 (218)	203 (203)	197 (197)	189 (189)	176	164	156	149	139	131
8	253 (247)	220 (220)	205 (205)	193 (193)	188 (188)	180 (180)	170	159	152	145	135	128
10	252 (247)	220 (220)	205 (205)	193 (193)	188 (188)	180 (180)	170	159	152	145	135	128
12	252 (247)	220 (220)	205 (205)	193 (193)	188 (188)	180 (180)	170	159	152	145	135	128
14	219 (215)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
15	219 (215)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
16	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
18	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
20	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
21	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
22	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
24	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
26	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
28	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
29	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
30	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
34	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
39	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
40	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
41	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
48	208 (208)	208 (208)	195 (195)	182 (182)	172 (172)	168 (168)	153	147	140	133	126	115
49	181 (181)	181 (181)	181 (181)	181 (181)	172 (172)	168 (168)	153	147	140	133	126	115
50	156 (156)	156 (156)	156 (156)	156 (156)	156 (156)	156 (156)	153	147	140	133	126	115
55	156 (156)	156 (156)	156 (156)	156 (156)	156 (156)	156 (156)	153	147	140	133	126	115
60	156 (156)	156 (156)	156 (156)	156 (156)	156 (156)	156 (156)	153	147	140	133	126	115
65	156 (156)	156 (156)	156 (156)	156 (156)	156 (156)	156 (156)	153	147	140	133	126	115
69	156 (156)	156 (156)	156 (156)	156 (156)	156 (156)	156 (156)	153	147	140	133	126	115
70	156 (156)	156 (156)	156 (156)	156 (156)	156 (156)	156 (156)	153	147	140	133	126	115
80	156 (156)	156 (156)	156 (156)	156 (156)	156 (156)	156 (156)	153	147	140	133	126	115

Find length on number of intersection of height and width. Length figures shown in parentheses ( ) can be used only in cases of measured dimensionality accuracy.

UMI

19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW
LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	18	20	30	40	50	53
3	A	136	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
30	A	74	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22 VISCOUNT

Not Applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
10	46	46	46	46	46	37	37	35	35	18	18	18	18	18	18	18	18	18
12	46	46	46	46	46	36	36	35	35	18	18	18	18	18	18	18	18	18
14	46	46	46	46	46	35	35	35	35	18	18	18	18	18	18	18	18	18
16	46	45	45	45	35	35	35	35	35	18	18	18	18	18	18	18	18	18
18	46	40	40	40	35	35	35	35	35	18	18	18	18	18	18	18	18	18
20	46	36	36	36	31	18	18	18	18	18	18	18	18	18	18	18	18	15
22	46	36	33	29	21	18	18	18	18	18	18	18	18	18	15	15	15	15
24	46	36	30	27	21	18	18	18	18	18	18	18	18	18	15	15	15	15
26	46	36	28	24	21	18	18	18	18	18	18	18	18	18				
28	46	36	26	21	21	18	18	18	18	18	18	18	18	18				
30	46	36	24	21	21	18	18	18	18	18	18	18	18	18				
32	46	31	23	21	19	18	18	18	18	15	15	15						
34	46	31	21	21	18	18	18	18	18	15	15	15						
36	35	31	20	20	18	16	16	16	15	12	12	12						
38	35	19	19	19	18	15	15	15										

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

17 LOCKHEED LODESTAR

MAXIMUM DIMENSIONS:
24 IN. x 20 IN. x 34 IN.

18 SMITH CURTISS COMMUTER

(Use Convair Chart No. 9, Page G-21)

21 VERTOL 44

MAXIMUM DIMENSIONS:
20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55

MAXIMUM DIMENSIONS:
20 IN. x 24 IN. x 44 IN.

22A VICKERS VISCOUNT

Applicable Only To TC

	50	52	54	56	58	60	65	70	75	80	85	90	95	100
8	36	36	36	36	36	36	20	20	18	18	18	18	18	18
10	35	35	35	35	35	20	20	20	18	18	18	18	18	18
12	35	35	35	35	20	20	20	20	18	18	18	18	18	17
14	35	35	35	20	20	20	20	19	18	18	18	18	17	17
16	34	34	20	20	20	20	20	19	18	18	18	17	17	17
18	33	20	20	20	20	20	20	19	18	17	17	17	17	
20	32	20	20	20	20	20	19	19	17	17	17	17	16	
22	30	20	20	19	19	19	19	18	17	17	16	16	15	
24	27	19	19	19	19	19	19	18	17	16	15	15		
26	25	19	19	19	19	19	18	17	16	15				
28	21	19	19	18	18	18	18	16	15					
30	19	19	19	18	18	18	18	15						
32	18	18	18	18	18	18	17							
34	18	18	18	17	17	17								
36	17	17	17											
38	15													

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	N	A(2-20)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	N
Alligators, baby	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	N
Animals, in excess of 200 lbs	AC(2-6)	N	N	AC(2)	AC(2)	N	N	A(2-32)	AC(2-6)	N	N
Apes	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Bears, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	N	N
Bears, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Bees	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	N	A(2-20)
Birds	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(32)	AC(2)	N	A(2-20)
EXCEPTIONS											
Birds, small	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Canaries	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Parakeets	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Parrots	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Cats	A(2-4)	N	A(2)	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	N	N
Chimpansees	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	N
Chinchillas	AC(2)	N	A(2)	N	AC(2)	42	N	A(2-32)	AC(2)	N	(E)
Dogs	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	N	N
Elephants	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Fish	A(2)	A(2-9)	A(2-9)	AC(2-9)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(9)	A(2-9-20)
EXCEPTIONS											
Clams	A(2)	A(2-9)	A(9)	A(2-9)	AC	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(9)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(2-9)	A(50)	AC(2)	N	N	A(50-32)	A(2)	A(50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	N	A(23-25-50a)	N	A(50a-32)	A(50a)	A(50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2-9)	AC(9)	A(2-23-25)	N	A(2-9-32)	A(2)	A(9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	A(50)	A(23-25-50)	A(16a)	A(50-32)	A(50)	A(50)	A(50)
Foxes	AC(2)	A(2-9)	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	N	N
Guinea Pigs	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Hamsters	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Hippopotamus	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Horses, race	N	N	N	N	N	N	N	N	N	N	N
Insects	A(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	N	A(2-20)
Lions, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	N	N
Lions, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Livestock	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	N
EXCEPTIONS											
Calves	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	N
Cattle, grown	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	AC(2)	N	A(2)	N	AC(2)	N	N	N	AC(2-6)	N	N
Horses, draft	N	N	N	N	N	N	N	N	N	N	N
Sheep	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	N
Swine	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	N
Mink	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Monkeys	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	N	N
Orangoutangs	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	N
Pets, small	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Poultry	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
EXCEPTIONS											
Chicks	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Ducklings	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Goslings	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poultry, baby	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poults (except turkey)	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
Poults, turkey	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Rabbits	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Reptiles	AC(2-6)	N	A(2)	N	AC(2)	N	N	N	AC(2-6)	N	N
EXCEPTIONS											
Reptiles, small	AC(2)	N	A(2)	N	AC(2)	N	N	A(2-32)	A(2-6)	N	N
Rodents	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
EXCEPTIONS											
Coypu (Nutria)	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Mice	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Rats	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Skunks, pet	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Snakes, non-poisonous and harmless	AC(2-6)	N	A(2)	N	AC(2)	N	N	A(2-32)	AC(2-6)	N	N
Tigers, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	N	N
Tigers, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Wolves	AC(2)	N	N	N	N	N	N	N	AC(2-6)	N	N
Worms	AC(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

UMI

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follow charts.

	FT	LX(E)	LC(E)	MO	NA	NE	NO	NW	NY	OZ
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(J-31)	(E)	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	N	A(J-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	N	A(J-31)	N	A(2-41)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	N	N	N	A(2-4-41)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2-29)	A(J-31)	(E)	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2-29)	A(J-31)	(E)	A(2-41)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	(E)	A(J-31)	N	A(2-41)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	(E)	A(J-31)	(E)	A(2-41)	A(2)	A(2)
Parakeets	A(3)	A	A(2-4)	N	(E)	A(J-31)	(E)	A(2-41)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	(E)	A(J-31)	(E)	A(2-41)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	N	A(29-7)	A(J-31)	(E)	A(2-41)	A(2)	A(2)
Chimpanzees	A(3)	A(2-6)	N	N	N	A(J-31)	N	AC(2-16-41)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2-29)	A(J-31)	(E)	A(2-41)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	N	A(29-7)	A(J-31)	A(2)	A(2-41)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(J-9)	(E)	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	(E)	A(50a)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	(E)	A(50-23-26)	A(2-9)	A(2-9)
Lobsters	A(50a)	A(50a)	A(50a)	A(50a)	A(50a)	A(J-50a)	(E)	A(50a)	A(50a)	A(50a)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	(E)	A(50a)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	A3(50)	A(50)	A(50-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(J-31)	N	AC(2-16)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(J-31)	(E)	A(2-4-41)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(J-31)	(E)	A(2-4-41)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2-29)	A(J-31)	(E)	A(2-41)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(29-7)	N	N	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	N	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Cattle, uncrated	A(3)	N	N	N	N	N	N	N	N	N
Goats	A(3)	A(2-6)	A(2-4)	N	N	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(29-7)	A(J-31)	N	A(2-41)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	N	A(J-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(29-7)	A(J-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Poultry	A(J-18)	A(2)	A(2-4)	N	N	A(J-31)	(E)	A(2-41)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(29-8)	A(J-31)	(E)	A(2-41)	A(2)	A(2-8)
Ducklings	A(3)	A(2)	A(2-4)	N	A(29-8)	A(J-31)	(E)	A(2-41)	A(2)	A(2-8)
Goslings	A(3)	A(2)	A(2-4)	N	A(29-8)	A(J-31)	(E)	A(2-41)	A(2)	A(2-8)
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(29-8)	A(J-31)	(E)	A(2-41)	A(2)	A(2-8)
Poults (except turkey)	A(3)	A(2)	A(2-4)	N	A(29-8)	A(J-31)	(E)	A(2-41)	A(2)	A(2-8)
Poults, turkey	A(3)	A(2)	A(2-4)	N	A(29-8)	A(J-31)	(E)	A(2-41)	A(2)	A(2-8)
Rabbits	A(3)	A(2)	A(2-4)	N	A(2-29)	A(J-31)	(E)	A(2-4-41)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	N	A(J-31)	N	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	N	A(J-31)	N	A(2-4-41)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(J-31)	N	A(2-4-41)	A(2-6)	A(2)
EXCEPTIONS										
Coypu (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(J-31)	N	A(2-41)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	N	A(J-31)	N	A(2-41)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	N	A(J-31)	N	A(2-41)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(29-7)	A(J-31)	N	A(2-41)	A(2)	N
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	N	A(J-31)	(E)	A(2-41)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(29-7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	A(2-4)	N	N	N	N	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(J-21)	(E)	A(2-23-26)	A(2-6)	A(2)

UMI

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	PC	PI	HD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2)	A(2-20)	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	A(2-20)	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(10-28)	A(3-4)	(E)	AC(2)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	(E)	AC(2)	AC(2-42a)	A(2-20)	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC	AC(2-19)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42)	A(2-7-23-24)	A(2-4)	A(2)
Chimpansees	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	(E)	A(23-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a)	A(9)	N
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	(E)	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	(E)	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	(E)	A(50a)	N	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	(E)	A(50)	A(50-23-27)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	N
Hamsters	A(2-30)	A	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	AC(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	A	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	N	AC(2)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a)	A(2-20)	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27)	A(2-20)	N
Goslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27)	A(2-20)	N
Poults (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27)	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	A(2)
EXCEPTIONS											
Copyu (Nutria)	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-38)	A(3-4)	N	AC(2)	A(15)	A(2-20)	A(2)

UMI

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
(E)-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	DL	EA	FL	FT	LX(E)	LC(E)	MD	NA
Alcoholic Beverages . .	A(13)	A	A	A(12)	N	N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated .	AC	N	N	AC	N	N	N	AC	N	N	A	N	N	N	N
Eggs, raw poultry . . .	A	A	A	A(2)	AC	A	A	A	A(47)	A	A	A(2)	A	N	A
Etiologic Agents . . .	A	A	A	A	A	A	A	A	A	N	A	A	A	A	N
Fabrics, in rolls . . .	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:															
Not over 36" in length	A	A	A	A	A	A	A	A	*A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A(21)	*A	A	A	A	A	A	A(29)
Not over 48" in length	A	A	N	A	A	A	A	A(21)	*A	A	A	A	N	N	A(29)
Not over 60" in length	A	A	N	A	A	A(21)	N	AC	*A(20-30)	A	A	A	N	N	N
over 60" in length .	A	N	N	AC	AC	A(21)	N	AC	*A(20-30)	A	A	A	N	N	N
Foods, perishable . . .	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated .	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	N
On hangers or racks .	N	N	N	AC	AC	N	N	AC	N	N	A	A	N	N	N
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(4-5)	A(4-5)	A(4)	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5-40)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Human remains, Infant .	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	AC(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packing	N	N	N	AC	AC	N	N	AC	AC(40)	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(19)	A(19)	A	AC	A	A	A	N	A	A	A	A(9)	N	A
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A	AC	A	N	A	N	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	N	A	A	A	A	A	A	A	A	N	N	A	A
Vegetables: fresh . .	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A

	NE	NO	NW	NY	OC	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages . .	A(12)	(E)	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated .	N	N	N	N	N	N	N	A	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry . . .	A	A	A(41)	A(2)	A	A	N	A	A	A(38)	A	N	A	A	A(2)	A
Etiologic Agents. . . .	A	N	N	A	A	N	N	A	A	A	A	A	A	N	A	A
Fabrics in rolls. . . .	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes: . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(43)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	N	A	A	A(43)	A	A	A(30)	A	A(21)	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(43)	A	A	A(30)	A(21)	A(21)	N
Not over 60" in length	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	A	AC	A(21)	A(21)	N
Over 60" in length. .	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	W	AC	A(21)	A(21)	N
Foods, perishable . . .	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(14)	N	A(4-41)	A(5)	A(4-5)	N	N	A	N	AC	A(4-5)	N	A(5)	A(5-14)	N	N
Human remains, Infant .	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)		A(4-5)				A(4-5)	(E)			N	
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh . . .	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

*Effective with October 16.

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water *container*, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
7. Accepted on combination aircraft only when in Tuttle-type kennels (small — 16 1/2 x 23 1/2 x 27"; large — 23 1/2 x 37 x 39") subject to the following:
   - **CO:** will accept Tuttle Kennels only; will not be accepted on DC-6B or DC-7B aircraft; large will be accepted on Convair and Boeing 707 only by advance arrangements.
   - **NA:** will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.
   - **UA:** In addition, will accept containers which meet the following minimum kennel specifications:
     1. Must be constructed of plywood, metal or composition material equal to tempered masonite.
     2. Minimum material specifications —
        Plywood - 1/4" - 5 ply spruce or fir or equivalent. Sheet Metal - 20 Gauge
        Composition Material - 1/4" tempered masonite or equivalent.
        Framing - for wood or composition - 1" x 2" dimension lumber, fir or other close grained wood.
     3. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks, such as hasp with harness snap.
     4. Must be of sufficient size to permit animal to stand, sit and lie down.
     5. Kennel must be provided with adequate cross ventilation.
     6. Shipper must provide adequate bedding material such as shredded paper with no more than two ounces of a liquid deodorant equal to Airkem Blue Label animal deodorant. Such deodorant must be non-toxic and non-corrosive.
     7. Shipper must tender kennel with animal enclosed and locked.
     8. Floor of kennel must provide a means of retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert the full size of the floor extending upwards 1" or more on all four sides.
8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20" in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL: 20" x 24" x 60") (PI: 42L x 28" W).
15. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1" by 1" slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only — Maximum: two birds per passenger).

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft except between California and Hawaii.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
34. Not accepted on F-27A aircraft.
40. Accepted on Speedpak equipment only.
41. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only. Exception: One pet may be carried on DC-4 or DC-4 type aircraft provided advance arrangements have been made with the originating station.
42. Accepted on B-707 aircraft.
42a. Accepted on DC-8 aircraft.
43. Flowers can be accepted in boxes up to the following lengths:
    - DC-3 aircraft — Up to 60 inches
    - Viscount aircraft — Up to 56 inches
    - North Star aircraft — Up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.

RECOMMENDED PACKAGING SECTION

50. **Recommended** that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.

50a. **Recommended** that packaging shall be a basic outer case of double faced corrugated board, lines on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.

51. **Recommended** that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.

51a. **Recommended** that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case, ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy five pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.

52. **Recommended** that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP."

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ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581	583	C-46 Read Down	Read Up	584	582	617 ④
1200	0500	0530	Lv MAIQUETIA (CARACAS)	Ar	1015	0920	1515
		0630	Ar BARCELONA				
		0645	Lv BARCELONA				
		0705	Ar CUMANA				
		0720	Lv CUMANA				
		0740	Ar PORLAMAR				
		0755	Lv PORLAMAR				
		0815	Lv CARUPANO	Lv	0830		
			VALERA	Lv			
	0700		VALERA	Ar		0720	
			Ar MARACAIBO	Lv			
			KINGSTON	Lv			1030
			KINGSTON	Ar			1000
1830			Ar MIAMI	Lv			0700

AEROLINEAS ARGENTINAS (ARG)

692 ① ③⑥	620 ② ⑤⑦	C-47 Read Down	Read Up	621 ① ③⑥	693 ① ③⑥
	0630	Lv BUENOS AIRES	Ar	0205	
	0850	Ar BAHIA BLANCA	Lv	2355	
	0905	Lv BAHIA BLANCA	Ar	2340	
	1150	Ar TRELEW	Lv	2120	
	1205	Lv TRELEW	Ar	2105	
	1335	Ar COMODORO RIVADAVIA	Lv	1945	
	1435	Lv COMODORO RIVADAVIA	Ar	1930	
	1545	Ar PUERTO DESEADO	Lv	1820	
	1600	Lv PUERTO DESEADO	Ar	1805	
	1705	Ar SAN JULIAN	Lv	1710	
	1725	Lv SAN JULIAN	Ar	1650	
	1755	Ar SANTA CRUZ	Lv	1620	
	1810	Lv SANTA CRUZ	Ar	1605	
	1900	Ar RIO GALLEGOS	Lv	1515	
0900		Lv RIO GALLEGOS	Ar		1415
1010		Ar RIO GRANDE	Lv		1355
1025		Lv RIO GRANDE	Ar		1350
1115		Ar USHUAIA	Lv		1200

AEROFLOT (AFL)

125	IL-12 Read Down	Read Up	126
0740	Lv MOSCOW, Vnukovo	Ar	
1020	Ar KIEV	Lv	
1110	Lv KIEV	Ar	
1240	Ar ODESSA	Lv	
1330	Lv ODESSA	Ar	
1400	Ar BUCHAREST, Baneasa	Lv	
1445	Lv BUCHAREST, Baneasa	Ar	
1600	Ar SOFIA, Vrajdebna	Lv	

AIR FRANCE (AF)

389 DC-4 ④	5610 DC-4 ②	1185 DC-3 ④⑥	b99 DC-3	Read Down	Read Up	898 DC-3 # Ex.⑥	5611 DC-4 ③	388 DC-4 ①
			0340	Lv LONDON Airport Central	Ar	0030		
			0200	Ar PARIS, Orly	Lv	2340		
1430		0150		Lv PARIS, Orly	Ar			2300
		0430		Ar MARSEILLE, Marignane	Lv			
	1500			Lv DOUALA	Ar		0820	
				Ar YAOUNDE	Lv		0630	
	1710			Ar N'GAOUNDERE	--			
1900				Ar ALGIERS	Lv			1900
1940				Lv ALGIERS	Ar			0845
0610				Ar FORT LAMY	Lv			2015

ARIANA AFGHAN AIRLINES

DC-4 Read Down	Read Up
Lv KABUL	Ar
Ar KANDAHAR	Lv

AIR JORDAN

212 ⑦	C-46 Read Down	Read Up	213 ⑦
0900	Lv AMMAN	Ar	1710
1100	Ar DAMASCUS	Lv	1710
1130	Lv DAMASCUS	Ar	1640
1110	Ar BEIRUT	Lv	1500

ALASKA AIRLINES (ASA)

101 #	DC-6C Read Down	Read Up	100 #
0900	Lv SEATTLE	Ar	0440
1250	Ar FAIRBANKS	Lv	2100
1625	Lv FAIRBANKS	Ar	2020
1745	Ar ANCHORAGE	Lv	1900

ALL NIPPON AIRWAYS

18 Ex①	Read Down	Read Up	17 Ex①	67 Ex①
	Lv FUKUOKA			0550
	Ar OSAKA	Ar	0245	0330
0010	Lv OSAKA	Lv		
0220	Ar TOKYO		0030	
	Lv TOKYO			

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Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

803	815 7BF	853 DC-6 # EX	807 6A # EX	801 7BF # EX	803 6A # EX	827 7BF # EX	855 6A	855 6A # EX	991 6A # EX	991 6A	DC-6A-6A DC-7BF-7BF	816 7BF # EX	302 6A # EX	992 6A # EX	824 7BF # EX	806 6A # EX	808 6A	810 6A # EX	856 6A	814 7BF
⑥	⑥	⑦①	⑦①	⑥⑦	①⑦	⑥⑦	⑤	⑦	⑦①	⑥	Read Down Read Up	⑥⑦	⑥⑦	⑥⑦	⑥⑦	①⑦	①	⑥⑦ ①	⑦	⑥
	2200			2215							Lv BOSTON.....Ar	1201								2121
				2301							Ar HARTFORD.....Lv									2010
				2359							Lv HARTFORD.....Ar									
0210		0130			0210		2230	2230			Ar NEW YORK(LGA)Lv							1927		1849
	2315										Lv NEW YORK(LGA)Ar		1649							
	0045		0200			2215					Ar NEW YORK(EWR)Lv	1050			1507	2246	2246			
											Lv NEW YORK(EWR)Ar	0929			2205	2205			
											Ar PHILADELPHIA.Lv				2108	2108			
			0319								Lv PHILADELPHIA.Ar				2030	2030			
			0430								Ar BALTIMORE....Lv				1829	1829			
											Lv BALTIMORE....Ar				1345					
											Ar BUFFALO.....Lv				1247					
											Lv BUFFALO.....Ar									
											WASHINGTON...Lv		1540							
0403					0403						WASHINGTON...Ar		1420							
0505					0505						Ar CINCINNATI...Lv					1535	1535			
											Lv CINCINNATI...Ar					1429	1429			
	0208			0131			2355	2355			Ar DETROIT.....Lv	0620			1035					1540
	0330			0330			0120	0120			Lv DETROIT.....Ar	0512			0927					1437
											NASHVILLE....Lv		1010							
											NASHVILLE....Ar		0909							
											MEMPHIS.....Lv		0810							
											MEMPHIS.....Ar		0715							
	0448	0355	0535				0235	0235			Ar CHICAGO(MDW).Lv	0405		To	0820	1305	1305	1530	2310	1330
	0615		0710				0410	0410	From ATL	From ATL	Lv CHICAGO(MDW).Ar	0240		ATL	0645	1051		1430		1213
				0422		0031					Ar CHICAGO(ORD).Lv									
				0540		0150					Lv CHICAGO(ORD).Ar									
											ST. LOUIS....Lv					0930				
											ST. LOUIS....Ar					0840				
0740	0838				0740		0658	0658	0255	0255	Ar DALLAS.....Lv		0530	0500				1005	1845	0800
0910	1000				0910		0915		0415	0415	Lv DALLAS.....Ar		0334	0324					1712	0635
							1035				Ar SAN ANTONIO..Lv								1600	
							1200				Lv SAN ANTONIO..Ar								1426	
							1505				Ar MEXICO CITY..Lv								1130	
1330	1400		1200	1030	1330	0640			0835		Ar LOS ANGELES..Lv			2100	2200	0005				0045
1500	1530			1200		0800			0935	0835	Lv LOS ANGELES..Ar			1905						2310
1638	1700			1330		0930			1113		Ar SAN FRANCISCOLv	1810	2100	1715						2130

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 170 ① ②③④⑤	337 170	335 DC-4 ②③④⑤	331 170 ①⑦	353 170	357 170 ⑦	351 170 ②③④⑤	347 170 ② ⑤⑥	345 DC-4 ①	385 DC-4 ② ③④⑤⑥	388 DC-3 ② ③④⑤⑥	DC-3; DC-4 Bristol 170 Read Down Read Up	387 DC-3 ① ②③④⑤	386 DC-4 ① ②③④⑤	346 DC-4 ①	348 170 ② ③④⑤⑥	352 170 ②③④⑤	358 170 ⑦	354 170 ② ③④⑤⑥	332 170 ①⑦	336 DC-4 ②③④⑤	338 170 ✕	368 170 ① ②③④⑤
									0120	0040	Lv SYDNEY.....Ar	2250	2330									
									↓	0355	Ar BRISBANE....Lv	1930	↑									
									0400		Ar MELBOURNE...Lv		2100									
0515	1700	0915	0545	2045	1500	1300	0500	0500			Lv MELBOURNE...Ar			1030	1045	1845	2045	0230	1235	1540	2350	1120
↓	↓	↓	↓	2250	1705	1505	0705	0645			Ar LAUNCESTON..Lv			0845	0835	1635	1835	0020	↑	↑	↑	↑
0705	1935	1125	0820								Ar HOBART.....Lv								0950	1325	2105	
0805											Ar DEVONPORT...--											
0835											Lv DEVONPORT...--											0935
											Ar WYNYARD.....Lv											

ASA INTERNATIONAL AIRLINES (ASAI)

331 C-46 ④	881 DC-4 ③	671 DC-4 ②⑤	761 DC-4 ①④	831 C-46 ⑦	DC-4 C-46 Read Down Read Up	762 DC-4 ①④	672 DC-4 ②⑤	882 DC-4 ③	332 C-46 ④	832 C-46 ⑤
	0300	0315	0315	0600	Lv TAMPA/ST. PETERSBURG.....Ar	1930	1930	1930		1600
		↓	↓	↓	Ar BELIZE.....Lv	1530	1530			
		0845			Lv BELIZE.....Ar	1445	1445			
		1015			Ar GUATEMALA CITY..Lv					
		1100	0845		Lv GUATEMALA CITY..Ar		↑			
			1015		Ar SAN SALVADOR....Lv		1330			
			1100		Lv SAN SALVADOR....Ar					
					Ar GUATEMALA CITY..Lv	1330				
					Lv GUATEMALA CITY..Ar					
	0930			1400	Ar PANAMA.....Lv			1300		0800
0700					Lv PANAMA.....Ar				1500	
1000					Ar BOGOTA.....Lv				1200	

BRANIFF AIRWAYS (BN)

851 A ② ③④ ⑤⑥	C-46 Read Down Read Up	850 B ① ②③ ④⑤
0400	Lv CHICAGO (MDW).....Ar	0159
0605	Ar KANSAS CITY.....Lv	2359
0635	Lv KANSAS CITY.....Ar	2330
0748	Ar WICHITA.....Lv	2220
0820	Lv WICHITA.....Ar	2155
f	-- OKLAHOMA CITY.....--	
1021	Ar DALLAS.....Lv	2000

AVIATECA (GU)

① ③⑤	③⑥	Read Down Read Up	②⑤	① ③⑤
0830		Lv NEW ORLEANS.....Ar		1400
↓	0800	Lv MIAMI.....Ar	1400	↑
1400	1300	Ar GUATEMALA.....Lv	0800	0830

UMI

BRITISH EUROPEAN AIRWAYS (BEA)

Scheduled All-Freight Services
From 1st April, 1960

02 L ②③④⑤⑥	02 L ⑦	16 V ②③④⑤⑥⑦	36 V ②⑤⑦	21 V ②③⑥⑦	21 Y ④⑤	06 L ③⑤⑦	08 Y ⑥	V ②③⑤	V-Viscount Freighter Y-York Freighter L-Leopard Freighter Read Down Read Up	09 ③④⑥	07 L ①④⑥	31 Y ⑥/⑦	22 V ②③⑥⑦	22 Y ④⑤	37 V ②⑤⑦	15 V ②③⑤⑥⑦	03 L ②③④⑤⑥	03 L ⑦
0001	0030	0105	0205	0101 0205	0101 0230	0330	0330	0045	Lv LONDON.....Ar	0815	1500	1240	0545 0440	0610 0440	0650	0755	0525	0555
						↓	↓		Ar PARIS.....Lv			↑						
						0800	0715		Ar NICE.....Lv			⑦						
						0900	0815		Lv NICE.....Ar			0810						
						↓	↓	0320	Ar MILAN.....Lv	0530		1130						
0155	0225					1105	1000		Ar ROME.....Lv		0810	-⑥					0330	0400
		0335	0310						Ar AMSTERDAM.....Lv						0540	0520		
									Ar BRUSSELS.....Lv									
									Ar COPENHAGEN.....Lv									

LONDON-DUSSELDORF-FRANKFURT (BEA)

29 L # EX ①	L - Leopard Freighter Read Down Read Up	30 L # EX ①
0030	Lv LONDON.....Ar	1045
0405	Ar DUSSELDORF.....Lv	0535*
0535	Lv DUSSELDORF.....Ar	
0650	Ar FRANKFURT.....Lv	0820

*Via Frankfurt Flt. No. BEF 29

BRITISH OVERSEAS AIRWAYS (BA), QANTAS EMPIRE (EM)

BA 776 SC ③	BA/EM* 778 SC ⑤	BA 978 SC ⑥	SC-Super Constellation Read Down Read Up	BA 979 SC ③	BA/EM* 779 SC ②	BA 777 SC ⑦
2200	2230	1600	Lv LONDON.....Ar	2220	1800	1915
2359	⑥0040	1800	Ar FRANKFURT.....Lv	2010	↑	1805
↓	↓	↓	Ar GENEVA.....Lv	↑	↑	↑
④1000	0320	2025	Ar ZURICH.....Lv	1745	1530	0915
1750	↓	⑦0625	Ar BEIRUT.....Lv	0915	↑	⑩0505
↓	1420	1415	Ar BAHRAIN.....Lv	⑩0505	↑	↑
⑤0405	⑩0120	↓	Ar DAMASCUS.....Lv	↑	0900	2130
↓	↓	⑩0030	Ar KARACHI.....Lv	↑	⑩0115	↑
1420	0905	↓	Ar DELHI.....Lv	2130	1930	1320
↓	↓	0905	Ar CALCUTTA.....Lv	↑	1510	↑
2010	1550	↑	Ar RANGOON.....Lv	1400	↑	⑦0830
	↑	1900	Ar BANGKOK.....Lv	③0900	1140	
	2135		Ar HONG KONG.....Lv	↑	↑	
	⑩0205		Ar SINGAPORE.....Lv		0730	
	1215		Ar DJAKARTA.....Lv		③0300	
	2115		Ar DARWIN.....Lv		2115	
			Ar SYDNEY.....Lv		②1245	

*This flight operated jointly by BOAC and QEA.

COMPANIA MEXICANA DE AVIACION, S.A.

⑥	③	215C ②⑤	611C C-82 ②⑤	621C ④	631C ⑦	631C ⑦	C-47 Read Down	Read Up	630C ①	630C ①	630C ⑥	610C C-82 ②	200C ②	⑥	C-82 ⑤	③⑤
0700	0700	0730	0700	0700		0700	Lv MEXICO, D.F.	Ar	1435		1305	1645	1855	1535	1600	1855
0840	0840		0830	0840		0840	Ar VERACRUZ	Lv	1250		1120	1515	1715			1715
0930	0930		0930	0930		0930	Lv VERACRUZ	Ar	1220		1050	1445	1645			1645
1030	1030			1030		1030	Ar MINATITLAN	Lv								
1100	1100			1100		1100	Lv MINATITLAN	Ar								
		0910					Ar OAXACA	Lv								
		0935					Lv OAXACA	Ar								
		1025					Ar IXTEPEC	Lv								
		1045					Lv IXTEPEC	Ar								
	1200	1145					Ar TUXTLA GUTIERREZ	Lv								
	1230	1210					Lv TUXTLA GUTIERREZ	Ar								
1145			1055	1145		1145	Ar VILLAHERMOSA	Lv						1230		
			1125	1215		1215	Lv VILLAHERMOSA	Ar								
	1330	1310					Ar TAPACHULA	Lv					1415			1415
			1210	1300		1300	Ar C. DEL CARMEN	Lv	1030		0900	1300			1300	
					1450		Ar CAMPECHE	Lv		0815						
					1505		Ar CHETUMAL	Lv		0700						

	420C ③④	920C C82 ④	920C ②	930C ⑥	410C ④	C-47 Read Down	Read Up	421C ③④	411C ④	931C ①	921C ③	921C ④	921C C82 ⑤
		0700	0700	0700		Lv MEXICO, D.F.	Ar			1400		2100	1400
		0900	0920	0900		Ar GUADALAJARA	Lv			1200		1900	1200
	1430	0930	1000	0930	0700	Lv GUADALAJARA	Ar	1835	1215	1130	1145		1130
	1520				0750	Ar MASCOTA	Lv	1745	1125				
	1530				0810	Lv MASCOTA	Ar	1735	1105				
	1550				0830	Ar TALPA	Lv	1715	1045				
	1600				0850	Lv TALPA	Ar	1705	1025				
	1625				0915	Ar PUERTO VALLARTA	Lv	1640	1000				
		1010	1055	1010		Ar MAZATLAN	Lv			0850	0900		0850
		1040	1120	1040		Lv MAZATLAN	Ar			0820	0835		0820
		1345	1430	1345		Ar HERMOSILLO	Lv			0530	0530		0530
		1415	1455			Lv HERMOSILLO	Ar				2325		2120
		1620	1715			Ar MEXICALI	Lv				2100		
		1705	1740			Lv MEXICALI	Ar				2015		
		1750	1820			Ar TIJUANA	Lv				1930		1900

CIVIL AIR TRANSPORT (CAT)

DC-6 ⑦	DC-4 ①	DC-6 ②	DC-6 ②	DC-4 ③	DC-6 ④	DC-4 ⑤	Read Down	Read Up	DC-6 ①	DC-6 ②	DC-4	DC-6 ④	DC-4	DC-6
		0045			1615		Lv BANGKOK	Ar	2225			1510		
		0710			2240		Ar HONG KONG	Lv	1945			1230		
		↓			⑤				↑			↑		
1230		0900			0900		Lv HONG KONG	Ar	1845			1130		1130
↓		↓	1530			1400	Lv MANILA	Ar	↑	1435		↑	1200	↑
1440		1110	1950		1110	1900	Ar TAIPEI	Lv	1615	1215		0900	0900	0900
↓									↑	②		④	↑	⑦
1545	0900			0900	1215		Lv TAIPEI	Ar	1520		0755		0755	2315
1725	1105			↓	1355		Ar OKINAWA	Lv	1325		0530		0530	↑
1815	1200				1445		Lv OKINAWA	Ar	1240		0445		0445	
↓	↓								↑		③		⑤	
2145	1645			1510	1815		Ar TOKYO	Lv	0800		2315		2315	1715
	②			④	⑥				①				↑	↑
	1100			1100	0800		Lv TOKYO	Ar			2050		2050	1625
	1530			1530	1140		Ar SEOUL	Lv			1630		1630	1245
											②		④	⑥

COMPANIA CUBANA DE AVIACION (CU)

461	C-46 Read Down	Read Up	460
0930	Lv MIAMI, International	Ar	0745
1045	Ar HAVANA, Jose Marti..	Lv	0630

DELTA AIR LINES (DL)

29X C-46 #Ex. ⑦①	20X C-46 #Ex. ⑥⑦	26X C-46 #Ex. ⑥⑦	991X DC-6A #Ex. ⑦①	Read Down	Read Up	22X C-46 #Ex. ⑥⑦	23X C-46 #Ex. ②⑦①	802 DC-7F #Ex. ⑥⑦	992X DC-6A #Ex. ⑥⑦	25X C-46 #Ex. ⑦①	24X C-46 ③
0030				Lv NEWARK	Ar	1115					2230
0115				Ar PHILADELPHIA	Lv	1035					
0210				Lv PHILADELPHIA	Ar	1005					
0359				Ar CHARLOTTE	Lv						
0439				Lv CHARLOTTE	Ar						
↓				Ar MIAMI	Lv						
		1830		Lv MIAMI	Ar					1432	
		1942		Ar ORLANDO	Lv					1319	
		2022		Lv ORLANDO	Ar					1239	
0607		2242		Ar ATLANTA	Lv	0532				1030	1750
0730	2145	2342	0100	Lv ATLANTA	Ar	0432	0718		0839	0744	1336
↓		0044	↓	Ar MEMPHIS	Lv	↑	↑		↑	0500	↑
		0124		Lv MEMPHIS	Ar					0420	
		↓		Ar CINCINNATI	Lv		0505			↑	
		0513		Lv CINCINNATI	Ar		0425				
	0105	↓		Ar CHICAGO (MDW)	Lv		↑			0230	
	↓			Ar DETROIT	Lv		0305			↑	
0858				Ar NEW ORLEANS	Lv	0120					
0958				Lv NEW ORLEANS	Ar	0020					
1148				Ar HOUSTON	Lv	2241					
1226				Lv HOUSTON	Ar	2201					
1353			0255	Ar DALLAS	Lv	2030			0450		0900
			0415	Lv DALLAS	Ar			0330	0324		
			0835	Ar LOS ANGELES	Lv			↓	2100		
			0935	Lv LOS ANGELES	Ar			2100			
			1113	Ar SAN FRANCISCO	Lv						

FLT 991 & 992 Delta-American Interchange Service.

COMPANIA DOMINICANA DE AVIACION, C. POR A.(CDA)

400 DC-4 ①⑤	402 C-46 ④	601 DC-3 ④⑥	603 C-46 #	Read Down	Read Up	399 DC-4 ②⑥	401 C-46 ④	600 DC-3 ④⑥	602 C-46 #
0915	0500	1000	0600	Lv C.TRUJILLO,D.R.	Ar	1300	1700	1330	1330
1315	0900	↓	↓	Ar MIAMI	Lv	0900	1300	↑	↑
		1230	0830	Ar SAN JUAN, P.R.	Lv			1300	1300

EASTERN AIR LINES, INC. (EA)

541 # EX ⑥	215 #	541 #	Lockheed Speedpak Read Down / Read Up	324 # EX ⑦	854 #
			Lv DETROIT ... Ar		
		2340	Lv NEW YORK ... Ar		0520
		↑	Lv GREENVILLE ... Ar		↑
		0412	Ar ATLANTA ... Lv		
0445	1745		Lv ATLANTA ... Ar	1126	
↑	2057		Ar MIAMI ... Lv	↑	0005
			Ar MOBILE ... Lv		
0623			Ar NEW ORLEANS ... Lv	0800	
			Lv NEW ORLEANS ... Ar		
			Ar HOUSTON ... Lv		

FLYING TIGER LINE (FT)

362 C-46 # EX ⑦	182 # EX ⑦	184 # EX ⑤ ⑥⑦	184 ⑤	282 # EX ⑦	284 # EX ⑥⑦	284 ⑥	L-1049H Read Down / Read Up	181 # EX ⑦	183 # EX ⑥⑦	281 # EX ⑦	283 # EX ①	361 C-46 # EX ⑦
1500							Lv SEATTLE ... Ar					0650
1555							Ar PORTLAND ... Lv					0550
1625							Lv PORTLAND ... Ar					0520
2050							Ar SAN FRANCISCO/OAK ... Lv					0300
				2030	2315	2300	Lv SAN FRANCISCO/OAK ... Ar			1030	1420	
	t1700	t1700	t1700				Lv SAN DIEGO ... Ar	t0600	t0600	↑	t0800	
	↓	↓	↓				LOS ANGELES ... Lv	↑	↑		1245	
	2300	2230	2230				Lv LOS ANGELES ... Ar	0630	1030		1010	
	↓	↓	↓			0625	Ar MINNEAPOLIS ... Lv	↑	↑		↑	
						0655	Lv MINNEAPOLIS ... Ar					
	0720				0745	0840	Ar CHICAGO ... Lv	0115	0515	0510		
	0915				0930	1020	Lv CHICAGO ... Ar	0045	0350	0415		
	t1130				t1130	t1130	Ar MILWAUKEE ... Lv	t2200	t2200	t2200		
	t0800				t0800	t0800	Ar SOUTH BEND ... Lv	t1800	t1800	t1800		
	t0700				t0700	t0700	Ar GRAND RAPIDS ... Lv	t1700	t1700	t1700		
	↓				1045	1135	Ar DETROIT ... Lv	↑	↑	0305	0400	
					1200	1230	Lv DETROIT ... Ar			0155	0230	
					t0700	0700	Ar TOLEDO ... Lv			↑	t1900	
	1145						Ar CLEVELAND ... Lv				0245	
	t0800						Ar AKRON ... Lv				t1830	
	t0800						Ar BUFFALO ... Lv				t1600	
						1615	Ar BINGHAMTON ... Lv			0100		
						1725	Lv BINGHAMTON ... Ar			0001		
						0800	Ar ROCHESTER ... Lv			t2000		
		0955	0955	0805	1520	1820	Ar NEW YORK (EWR) ... Lv	2230	0135	2300		
		1735	↓	↓	↓	0300	Lv NEW YORK (EWR) ... Ar	↑	0010	↑		
		t1205	t1205	t1205	t0730	t0730	Ar NEW YORK (IDL) ... Lv	t1900	t1900	t1900		
		t0200	t0200	t0200	t0200	t0200	Ar PHILADELPHIA ... Lv		t2200	t2200		
		t0800	t0800	t0800	t0800	t0800	Ar ALBANY ... Lv		t2000	t2000		
		↓				0350	Ar HARTFORD/SPRINGFIELD ... Lv		2320			
						0450	Lv HARTFORD/SPRINGFIELD ... Ar		2205			
		1845				0535	Ar BOSTON ... Lv		2125			
		t0930				t0930	Ar PROVIDENCE ... Lv		t1700			

t - Expedited Motor Connections.

HUNTING-CLAN AIR TRANSPORT (HCA)

553 ⑦	555 ⑦	551 ⑦	557 ⑦	DC-6C Read Down / Read Up	558 ④	552 ④	556 ④	554 ③
0230	0230	0230	0230	Lv LONDON ... Ar	0320	2250	0040	1155
0540	0540	0440	0540	Ar FRANKFURT ... Lv	0210	2140	2330	1045
0655	0655	0555	0655	Lv FRANKFURT ... Ar	0055	2025	2215	0930
1110	1110	1010	1110	Ar MALTA ... Lv	2025	1555	1745	0500
1225	1225	1125	1225	Lv MALTA ... Ar	1910	1440	1630	0345
2015	2015	1915	2015	Ar KHARTOUM ... Lv	1250	0820	1010	2125
2130	2130	2030	2130	Lv KHARTOUM ... Ar	1135	0705	0855	2010
↓	↓	↓	↓	ENTEBBE ... Lv	↑	↑	0545	1700
				ENTEBBE ... Ar			0430	1545
0305	0305	0205	0305	Ar NAIROBI ... Lv	0800	0330	0301	1415
0500	0500	0400	0500	Lv NAIROBI ... Ar	0555	0125	0055	1210
0840	0840	0740	0840	Ar SALISBURY ... Lv	0015	1945	1915	0630
		0855	0630	Lv SALISBURY ... Ar	2300	1830		
		1125	0900	Ar JOHANNESBURG ... Lv	2030	1600		

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391	376
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕		⑤	
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400	
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	0505	
GAUHATI, Kahikuchi...Lv																										0635	0800
AGARTALA, Singerbhil..Ar								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505				0905
BAGDOGRA .....Ar																								0855	0545		
MOHANBARI, Mcpl....Ar																										0825	

RETURN	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	382	392	375
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕			⑤	
MOHANBARI, Mcpl....Lv																												0855	
BAGDORA Lv																										0613	0925	↓	
AGARTALA, Singerbhil. Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720			1035	0620
GAUHATI, Kahikuchi...Ar																												1105	0725
GAUHATI, Kahikuchi..Lv	1145	0735	0705	0635	1630	1255	1220	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓		
CALCUTTA, Dum Dum..Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	

Douglas Freighter	365	363	325	327	329	373	373	373	393
Read Down	✕	✕	7 2 5	1 3 4 6	1 4 6	✕	✕	7 3 4	✕
CALCUTTA.....Lv	1530	1430	0500	0600	1210	0345	0800	0845	0500
AGARTALA.....Ar	1650	1550							
KAILASHAHAR .....Ar			0945						
KAMALPUR .....Ar				0935					
KHOWAI.....Ar					1335				
SILCHAR .....Ar						1050	1005	1050	
SILCHAR Lv								1110	
IMPHAL.....Ar								1150	
RUPSI									0945

RETURN	394	373	374	374	330	328	326
Read Down	✕	7 2 4	✕	1 2 6	1 4 6	1 3 4 6	7 2 5
RUPSI.....Lv	1015						
IMPHAL.....Lv		1210					
SILCHAR.....Ar		1250					
SILCHAR.....Lv		1310	1035	1120			
KHOWAI Lv					1400		
KAMALPUR Lv						1005	
KAILASHAHAR Lv							1015
AGARTALA Lv							
CALCUTTA .....Ar	1200	1515	124.	1325	15..	1140	12.0

IRANIAN AIRWAYS (IRA)

287 ⑥	267 ③	DC-4 Read Down	DC-4 Read Up	266 ⑦	286 ④
0500	0500	Lv TEHRAN	Ar	1930	1930
0900	0900	Ar ANKARA	Lv	1230	1230
1000	1000	Lv ANKARA	Ar	1130	1130
1630	↓	Ar MILAN	Lv	↑	0330
1730		Lv MILAN	Ar		0230
↓	1730	Ar ZURICH	Lv	0230	↑
	1830	Lv ZURICH	Ar	0130	
2000	2000	Ar FRANKFURT	Lv	0001	0001

IRISH INTERNATIONAL AIRLINES (ALT)

800 ①③⑤	860 ②	850 ①④	840 ④	830 ⑤	822 ②④	820 ⑥	810 ③	C-47 Read Down	C-47 Read Up	811 ③	821 ⑥	823 ②④	831 ⑤	841 ④	851 ①④	861 ②	801 ①③⑤
1120	0755	0755	1815	1850	1305	0715	1820	Lv DUBLIN	Ar	2200	1135	1720	2310	2255	1240	1235	1740
↓	↓	↓	↓	↓			1925	Ar LIVERPOOL	Lv	2050							
					1420	0830		Ar MANCHESTER	Lv		1015	1600					
				2015				Ar GLASGOW	Lv				2145				
			1950					Ar BIRMINGHAM	Lv					2120			
		0930						Ar BRISTOL	Lv						1100		
	0930							Ar CARDIFF	Lv							1055	
1330								Ar LONDON	Lv								1525

INI & CIA. S.A. (INI)

V180 ③	Read Down	Read Up	V181 ⑥
0600	Lv BUENOS AIRES	Ar	1350
0910	Ar SANTIAGO	Lv	0835
1020	Lv SANTIAGO	Ar	0725
1415	Ar ANTOFAGASTA	Lv	0330
1500	Lv ANTOFAGASTA	Ar	0245
1920	Ar LIMA	Lv	2025
2040	Lv LIMA	Ar	1905
0100	Ar GUAYAQUIL	Lv	1445
0200	Lv GUAYAQUIL	Ar	1345
0620	Ar PANAMA	Lv	0925
0730	Lv PANAMA	Ar	0815
1345	Ar MIAMI	Lv	0200

UMI

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

KLM ROYAL DUTCH AIRLINES (KL)

SR 705 ♦ ② ③④ ⑤⑥	KL5 ♦ ② ③④ ⑤⑥	KL41 ♦ ② ③④ ⑤⑥	SN 103 ♦ ② ③④ ⑤⑥	KL9 ♦ ④⑤	KL7 ♦ ①	KL3 ♦ ② ③④ ⑤⑥	KL1 ♦ ② ③④ ⑤⑥	KL64 ♦ ⑦	KL62 • ②⑤	•Super Constellation ♦-DC-6A ♦-DC-3 Read Down / Read Up	KL61 ♦ ③	KL63 • ⑤	KL65 • ①	KL2 ♦ ② ③④ ⑤⑥	KL2 ♦ ① ②③ ④⑤	KL8 ♦ ④ ⑤⑥	KL4 ♦ ② ③④ ⑤⑥	SN 104 ♦ ② ③④ ⑤⑥	KL42 ♦ ② ③④ ⑤⑥	KL6 ♦ ② ③④ ⑤⑥	SR 704 ♦ ② ③④ ⑤⑥
								1130	2330	Lv NEW YORK....Ar	16▲50	16▲15	09▲45								
								①	↓	-- MONTREAL....Lv	15▲00	14▲30	08▲00								
										-- MONTREAL....Ar	14▲00	13▲30	07▲00								
													⑦								
								0555	1745	Ar GLASGOW....Lv	03▲45	03▲45	21▲15								
								0655	1845	Lv GLASGOW....Ar	0215	0215	1945								
								1000	2145	Ar AMSTERDAM....Lv	0100	0100	1830								
0340	0350	1440	0345	2030	1730	1600	0415			Lv AMSTERDAM....Ar				0315	0235	1120	2120	0250	2105	0245	0300
↓	↓	↓	↓	2130	1830	1700	0515			Ar LONDON (North)...Lv				0025	2345	0830	1830		↑	①	↑
		1645	0445							Ar BRUSSELS....Lv								0145		②④ ③⑤	
										Ar PARIS (ORLY)....Lv				APR. 11-18	FROM APR. 25	21			1900	2350	
	0635									Ar COPENHAGEN....Lv											0020
0610										Ar BASLE....Lv											①
↓																					②③ ④⑤
0640										Lv BASLE....Ar											2350
0715										Ar ZURICH....Lv											2310

NOTE: Add one hour to GLASGOW and LONDON after April 18, to MONTREAL and NEW YORK after April 25.
▲ - No local traffic.

LANICA AIRLINES (NI)

401 C-46 2	403 C-46 6	411 DC-4 1-5	DC-4 Read Down / Read Up	410 DC-4 2-6	402 C-46 1	404 C-46 5
0500	0500	0700	Lv MIAMI....Ar	1920	1130	1130
0915	0915	1000	Ar MANAGUA....Lv	1320	0500	0500

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ⑤	C-46 Read Down / Read Up	616 ④
0600	Lv MIAMI....Ar	2030
↓	Ar HAVANA....Lv	↑
	Lv HAVANA....Ar	
0810	Ar GRAND CAYMAN....Lv	
0900	Lv GRAND CAYMAN....Ar	
1130	Ar SAN JOSE, C.R....Lv	1330

LINJEFLYG (AB)

DC-3; L-Lockheed Lodestar Read Down	074 DC-3 ✕ Ex ⑥	074 DC-3 ⑥	080 L ✕ Ex ⑥	080 L ⑥	065 DC-3 ✕ Ex ⑥ ⑦	065 DC-3 ⑥	065 DC-3 ⑦	069 DC-3 ✕ Ex ⑥	069 DC-3 ⑥	047 L ✕ Ex ⑥ ⑦	047 L ⑧	047 L ⑦	043 DC-3 ✕ Ex ⑥ ⑦	043 DC-3 ⑥	043 DC-3 ⑦	045 DC-3 ✕ Ex ⑥ ⑦	045 DC-3 ⑥	045 DC-3 ⑦	061 DC-3 ✕ Ex ⑥	061 DC-3 ⑧
STOCKHOLM....Lv	1135	0940	1150	1000	1150	0950	1135	1140	0920	1100	0900	1045	1120	0930	1100	1200	0940	1145	1130	0945
SUNDSVALL/HARNOSAND....Ar	1310	1115	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
NORDMALING....Ar			1335	1145	1310	1110	1255													
JONKOPING....Ar								1310	1050											
VAXJO....Ar								1330	1110											
VAXJO....Lv								1405	1145											
RONNEBY....Ar										1220	1020	1205								
RINKABY....Ar										1235	1035	1220								
RINKABY....Lv										1300	1100	1245								
MALMO....Ar													1250	1100	1230					
LIDKOPING....Ar													1320	1120	1250					
LIDKOPING....Lv													1350	1150	1320					
GOTHENBURG....Ar																1310	1050	1255		
KARLSTAD....Ar																			1230	1045
HULTSFRED....Ar																				

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LUFTHANSA GERMAN AIRLINES

LH041 Super "H" ②	SN/ LH244 DC-6A ③	SN/ LH244 DC-6A ④	LH041 Super "H" ⑤	U.S.A. - EUROPE Read Down	Read Up	LH/ SN245 DC-6A ③	LH/ SN245 DC-6A ④	LH040 Super "H" ⑤	LH040 Super "H" ⑦
2300	2300	2300	2300	Lv NEW YORK	Ar	1435	1435	0900	0900
		1550		Ar MANCHESTER	Lv				
		1650		Lv MANCHESTER	Ar				
	1835	1935		Ar BRUSSELS	Lv	0200	0200		
	2100	2100		Lv BRUSSELS	Ar	2350	2350		
1730	2220	2220	1730	Ar FRANKFURT	Lv	2230	2230	2230	2230

LH030 DC-3 # EX ⑦	LH032 Viking # EX ⑦	ENGLAND Read Down	Read Up	LH033 Viking # EX ①	LH031 DC-3 # EX ①
2145	2240	Lv FRANKFURT	Ar	0750	0845
	2340	Ar DUSSELDORF	Lv	0650	
	0030	Lv DUSSELDORF	Ar	0615	
2245		Ar COLOGNE/BONN	Lv		0745
2330		Lv COLOGNE/BONN	Ar		0700
0205	0240	Ar LONDON	Lv	0405	0445

LH038 Viking ②③④ ⑤⑥	ITALY Read Down	Read Up	LH039 Viking ②③④ ⑤⑥
1000	Lv FRANKFURT	Ar	2030
	Ar STUTTGART	Lv	1950
	Lv STUTTGART	Ar	1910
1440	Ar MILAN	Lv	1520

LH020 DC-3 # EX ⑦	LH022 Viking # EX ⑦	LH030 DC-3 # EX ⑦	LH032 Viking # EX ⑦	INTRA - GERMAN SERVICES Read Down	Read Up	LH033 Viking # EX ①	LH031 DC-3 # EX ①	LH039 Viking ②③④ ⑤⑥	LH021 DC-3 # EX ⑦
1630				Lv HAMBURG	Ar				0040 Ⓐ
				Ar HANOVER	Lv				
				Lv HANOVER	Ar				
1715				Ar BREMEN	Lv				Ⓐ
1745				Lv BREMEN	Ar				
				Ar FRANKFURT	Lv				2300
	1615	2145	2240	Lv FRANKFURT	Ar	0750	0845	2030	2050
	1655			Ar STUTTGART	Lv			1950	
	1725			Lv STUTTGART	Ar				
	1815			Ar MUNICH	Lv				
	1855			Lv MUNICH	Ar				
	1940			Ar NUREMBERG	Lv				
	2010			Lv NUREMBERG	Ar				
1900		2245		Ar COLOGNE/BONN	Lv		0745		
1945				Lv COLOGNE/BONN	Ar				
			2340	Ar DUSSELDORF	Lv	0650			1940
				Lv DUSSELDORF	Ar				1850
				Ar HANOVER	Lv				1730
				Lv HANOVER	Ar				1700
2045	2100			Ar FRANKFURT	Lv				1530

Ⓐ - Optional Landing

LINEA AEROPOSTAL VENEZOLANA (LV)

262	C-46 Read Down	Read Up	263
0600	Lv CARACAS, Maiquetia	Ar	1500
	Ar KINGSTON, Palisadoes	Lv	x1115
	Lv Kingston, Palisadoes	Ar	x1015
1300	Ar MIAMI, International	Lv	0700

MALAYAN AIRWAYS (MAL)

122	106	DC-3 Read Down	Read Up	119
0425	0455	Lv SINGAPORE	Ar	0330
0600		Ar KUALA LUMPUR	Lv	0200
	0700	Ar IPOH	--	
	0730	Lv IPOH	--	
	0810	Ar PENANG	--	

MARITIME CENTRAL AIRWAYS (MAR)

25 M ④	DC-3 C-46 DC-4
1000	Lv MONCTON
1230	Ar STEPHENVILLE
1300	Lv STEPHENVILLE
1430	Ar GOOSE BAY

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑥	DC-3 Read Down	Read Up	785 ⑥
0500	0500	0500	Lv PERTH	Ar	2345
0645	0645		Ar GERALDTON	Lv	
0705	0705		Lv GERALDTON	Ar	
0900	0900		Ar CARNARVON	Lv	
0920	0920		Lv CARNARVON	Ar	
			MORAWA	Lv	
			YALGOO	Lv	
			YALGOO	Ar	
		0715	Ar MT. MAGNET	Lv	
		0735	Lv MT. MAGNET	Ar	
			WILUNA	Lv	
		0825	Ar MEEKATHARRA	Lv	
		0845	Lv MEEKATHARRA	Ar	
		1050	Ar WITTENOON	Lv	
		1120	Lv WITTENOON	Ar	
1125	1125		Ar ONSLOW	Lv	
1200			Lv ONSLOW	Ar	
1300	1250		Ar ROEBOURNE	Lv	
1350	1340	1220	Ar PT. HEDLAND	Lv	
1420	1410	1240	Lv PT. HEDLAND	Ar	
1450	1450		Lv DE GREY	Lv	
1500	1450		Lv PARDOO	Lv	
1550	1540		Lv WALLAL	--	
1610	1600		Lv MANDORA	--	
		1415	Lv ANNA PLAINS	--	
1720	1710	1510	Lv BROOME	--	
1815	1805	1605	Ar DERBY	Lv	0700

MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	618 ⑤	770 ⑥	774 ⑦	DC-4 Read Down	Read Up	771 ⑥	775 ⑦	615 ①	721 ③	617 ③
	0400	0400			Lv LONDON	Ar			1020		1020
	0920	0920			Ar ROME	Lv			0400		0400
	1020	1020			Lv ROME	Ar			0300		0300
	1510	1510			Ar ATHENS	Lv			②		④
	1610	1610			Lv ATHENS	Ar					
	2000	2000			Ar BEIRUT	Lv			2100		2100
0200			0200	0001	Lv BEIRUT	Ar	1145	1530		1330	
					Ar BAGHDAD	Lv				1130	
					BAGHDAD	Ar				1030	
0715			0715		Ar KUWAIT	Lv	0830			0830	
				0830	Ar DHAHRAN	Lv					
				0930	Lv DHAHRAN	Ar					
				0915	Ar DAKA	Lv					
				1015	Lv DAKA	Ar					
				1100	Ar BAHRAIN	Lv		1200			

615/616 Temporarily Suspended

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NORTHWEST AIRLINES (NW)

525 C-54 #Ex. ⑦①	527 DC-6A #Ex. ⑥	581 DC-6A # Ex. ④	529 C-54 #Ex. ①	DC-6A Combination C-54 Read Down	Read Up	530 C-54 #Ex. ⑦	580 DC-6A #	528 DC-6A #Ex. ⑥	526 C-54 #Ex. ⑥⑦
1015	2345		0130	Lv NEW YORK (IDL)	Ar	1654		1845	0630
1213			0328	Ar DETROIT (DTW)	Lv			1530	0245
1300			0430	Lv DETROIT	Ar			1505	0132
			0600	Ar CHICAGO (MDW)	Lv	1220			
1435	0205		0730	Lv CHICAGO	Ar	1120		1400	0010
1515	0245			Ar MILWAUKEE	Lv			1335	2309
				Lv MILWAUKEE	Ar			1305	
				Ar MADISON	Lv			1250	
1603	0314			Lv MADISON	Ar			1045	2030
			0834	Ar MINNEAPOLIS	Lv	0830			
			1025	Lv MINNEAPOLIS	Ar	0704			
			1450	Ar SPOKANE	Lv				
			1520	Lv SPOKANE	Ar				
				Ar PORTLAND	Lv	2215			
						2130			
			1655	Ar SEATTLE	Lv	2030			
		0115		Lv SEATTLE	Ar		1535		
		0455		Ar ANCHORAGE	Lv		0800		

989 ③	987 ②	985 ⑦	983 ⑥	981 ⑤	DC-6A Combination Read Down	Read Up	980 ①	982 ②	984 ④	986 ⑤	988 ⑦
2000	2000	2000	2000	2000	Lv SEATTLE	Ar	2345	2345	2345	2345	2345
2350	2350	2350	2350	2350	Ar ANCHORAGE	Lv					
0050	0050	0050	0050	0050	Lv ANCHORAGE	Ar					
1055 ⑤	1055 ④	1055 ②	1055 ①	1055 ⑦	Ar TOKYO	Lv	0110	0110	0110	0110	0110

PACIFIC NORTHERN AIRLINES (PN)

3 ②③④⑤⑥⑦	3 ①②③④⑤	5 ✕	1B ②④⑤	1A ①⑤	1 ③⑦	Lockheed Constellation Speedpak Read Down	Read Up	2 ①②④⑥	2A ⑤	2B ③⑦	4 ✕	4 ①②③④⑤	6 ②③④⑤⑥⑦
	2340					Lv PORTLAND	Ar					2250	
	0030					Ar SEATTLE - TAKOMA	Lv					2200	
0120		0830	0730	0730	0730	Lv SEATTLE - TAKOMA	Ar	1715	1715	1715	2125		0500
			1010	1010	1010	Ar KETCHIKAN (Annette Is.)	Lv	1445	1445	1445			
			1155	1155	1155	Ar JUNEAU	Lv	1300	1300	1300			
			1300			Ar YAKUTAT	Lv		F	1000			①②③④⑤⑥
			1330	1240		Ar CORDOVA	Lv	0820	0820				
0500		1210	1450	1400	1320	Ar ANCHORAGE	Lv	0700	0700	0700	1400		2135

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

160 ⑥	160 # Ex. ①⑥	162 C-54 ⑦	678 C-54 ⑦① ②③	DC-7F Read Down	Read Up	161 ③④ ⑤⑥	161 ⑦	679 C-54 ①② ③④	163 C-54 ⑦	163 ①
0400	0400			Lv NEW YORK	Ar	0910	1010			0420
1850	1850			Ar SHANNON	Lv		0305			2115
1920	1920	0400		Lv SHANNON	Ar		0220		0115	2035
		0650		Ar PARIS	Lv				2200	1800
2100	2100			Ar LONDON	Lv	0030	0030			
2230	2230			Lv LONDON	Ar	2310	2310			
				AMSTERDAM	Lv	2150	2150			
				AMSTERDAM	Ar	2120	2120			
0025	0025			Ar FRANKFURT	Lv	2000	2000			
	0230		2100	Lv FRANKFURT	Ar	1900	1900	1740		
	0310			Ar STUTTGART	Lv	1815	1815			
	0400			Lv STUTTGART	Ar	1745	1745			
	0450			Ar MUNICH	Lv	1700	1700			
0940	0940		2240	Ar BERLIN	Lv	1630	1630	1600		
			1100	Lv BERLIN	Ar			1440		
			1210	Ar HAMBURG	Lv			1330		

ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size, any of the above transatlantic all-cargo services will call at one additional city on the following schedule:

City	EASTBOUND	WESTBOUND	Minimum Transatlantic Load
BOSTON	Lv #Ex Mo 0555	Ar We Th Fr Sa 0820 Su 0935 Mo 0345	400 kg
GANDER	Ar #Ex Mo 0810	Lv We Th Fr Sa 0625 Su 0725 Mo 0135	--
SHANNON		Lv We Th Fr Sa 0305	400 kg
BRUSSELS	Ar #Ex Mo 2350		400 kg
AMSTERDAM	Ar #Ex Mo 2350		400 kg
DUSSELDORF	Ar #Ex Mo 2359		400 kg
VIENNA	Ar #Ex Su Tu 0640	Lv #Ex Su Mo 1500	800 kg
DETROIT	Lv Mo Tu 2300		5000 kg

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	393 ②	DC-6A Read Down	Read Up	392 ②	393 ⑥
2359		Lv MIAMI	Ar		1730
0430		Ar PANAMA CITY	Lv		1300
0700		Lv PANAMA CITY	Ar		1130
1245		Ar LIMA	Lv		0600
0600	0600	Lv LIMA	Ar	1640	1640
0945	0945	Ar LA PAZ	Lv	1500	1500
1045	1045	Lv LA PAZ	Ar	1440	1440
1125	1125	Ar COCHABAMBA	Lv	1300	1330

PAA-U.S.A.-PACIFIC

879 ②③ ⑤	DC-7F Read Down	Read Up	878 ⑦	878 ②④
2300	Lv SAN FRANCISCO	Ar	1025	0715
	LOS ANGELES	Lv	0845	
	LOS ANGELES	Ar	0745	
0430	Ar HONOLULU	Lv	1945	1945
0800	Lv HONOLULU	Ar	1820	1820
1925	Ar TOKYO	Lv	0100	0100

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PAA-U.S.A.-LATIN AMERICA

323 # EX ⑦①	303 ②	353 # EX ⑤	301 ①② ④	339 # EX ⑤	C-54 Read Down	C-54 Read Up	302 ①② ④	302 ①② ④	304 ⑤	340 ②④ ⑤	342 ⑥	324 ⑦	354 # EX ③ ⑤	322 ③④ ⑤⑥	344 ② ③	344 ⑥
			2345		Lv	NEW YORK....Ar	0550	0550								
2330	1100	0530		2130	Lv	MIAMI....Ar			1445	1220	1150		1305	1220	2120	0120
↓	↓	0835	↓	↓	Ar	KINGSTON....Lv			↑	↑	↑		1000	f	↑	↑
0535					Ar	PORT AU PRINCE....Lv								f		
↓			0830		Ar	SAN JUAN....Lv	2300 ①	2300 ③						0745		
1045			↓									1830				
↓	1820		0945	0450	Lv	SAN JUAN....Ar	2130	1500								
1400	1900		1145		Ar	CARACAS....Lv	1830	1200	f	0630	0600	↑			1530	1930
					Lv	CARACAS....Ar			f							
					Ar	PORT OF SPAIN....Lv			f			1530				
					Ar	GEORGETOWN....Lv			f							
					Ar	PARAMARIBO....Lv			f							
					Ar	CAYENNE....Lv			f							
	0440				Ar	BELEM....Ar			0300							
	0530				Lv	BELEM....Ar			0205							
	1245				Ar	RIO DE JANEIRO....Lv			1845							
	1345				Lv	RIO DE JANEIRO....Ar			1715							
	f				Ar	SAO PAULO....Lv			f							
	f				Ar	MONTEVIDEO....Lv			f							
	2020				Ar	BUENOS AIRES....Lv			1115							

Flagstops to Montego Bay

(PAA)

385 DC-7F ⑤	363 ④	355 ①④	355 DC-7F ③	393 DC-6A ⑦	383 ④	361 ⑤	361 ⑦② ⑥	375 ④	375 ⑤	373 ③	371 ④⑦	C-54 Read Down	C-54 Read Up	374 ①⑤	374 ④	372 ②	372 ⑤	372 ⑥	384 ③	362 ①⑤	352 ③	368 ⑦	364 ⑦⑥	364 ④	386 DC-7F ④	392 DC-6A ⑥	312 ⑤	356 DC-7F ⑦
2230												Lv	SAN FRANCISCO..Ar												0320			
2359												Ar	LOS ANGELES....Lv												0145			
0200												Lv	LOS ANGELES....Ar												2345			
↓					0715					0730	0730	Lv	NEW ORLEANS....Ar			1635	1535	1530										
	0530	2230	0500	2359	↓	0315	0315			↓	0910	Ar	HOUSTON....Lv			↑	↑	↑										
	0645	↓	↓	↓			↓				1030	Lv	HOUSTON....Ar						1435									
	0815											Lv	MIAMI....Ar						↓	1900	0035	0835	1345	1745		1730	1515	0345
												Ar	HAVANA....Lv														1400	
												Lv	HAVANA....Ar															
												Ar	MEXICO CITY....Lv						1115									
												Lv	MEXICO CITY....Ar						1015									
1145					1100		0715			1245	1600	Ar	GUATEMALA....Lv						0700	1300					1800			
1235	1230				1200	0700	0815			1400	1700	Lv	GUATEMALA....Ar	0920		1100			0820				1000	1200	1700			
f					1520		0900	1400	1000	f		Ar	SAN SALVADOR...Lv	f	1100										f			
f					1620			f	f			Lv	SAN SALVADOR...Ar	f	f										f			
f					f			f	f	f		Ar	TEGUCIGALPA....Lv	f	f										f			
f					f			f	f			Lv	TEGUCIGALPA....Ar	f	f										f			
f					f			f	f	f		Ar	MANAGUA....Lv	f	f										f			
f					f			1610	f			Lv	MANAGUA....Ar	f	f					339					f			
f					f				f			Ar	SAN JOSE....Lv	f	f		0900			⑦②					f			
2145		0405	0900	0430	2130				1530	2000	2215	Lv	SAN JOSE....Ar	f	f										f			
				P0700	1100						0900	Ar	PANAMA CITY....Lv	0600	0800			0830	0600	1600	1900	0100			1100	1300		2345
				G								Lv	PANAMA CITY....Ar													PG392		
					f						f	Ar	BARRANQUILLA...Lv							f						1130		
					f						f	Ar	MARACIBO....Lv							f								
				1245	1700						1500	Ar	CARACAS....Lv							1100						0600		
												Ar	LIMA....Lv															

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

REAL-AEROVIAS-NACIONAL

C-1708 ①④ ⑤	C-1706 ②⑤ ⑦	C-1704 ⑦	C-1702 ③⑥	C-1700 ②⑤	Read Down — Read Up	C-1701 ③⑥	C-1703 ④⑦	C-1705 ①	C-1707 ②⑤ ⑦	C-1709 ①④ ⑥
1200	0600	0500	0600	0600	Lv SAO PAULO Ar	1645	1345	1520	1830	1815
1320	↓	0620	↓	↓	Ar RIO DE JANEIRO Lv	↑	↑	1400	↑	↑
1430		0600			Lv RIO DE JANEIRO Ar			1300		
1545	0745	↓	0745	0745	Ar BELO HORIZONTE Lv	1500	1200	↑		1630
	0830		0830	0830	Lv BELO HORIZONTE Ar	1420	1120			
	↓		↓	↓	Ar CARAVELAS Lv	↑	↑			
	1150		1150	1150	Lv CARAVELAS Ar	1100	0800	0900	1330	
	1330	1200	1245	1245	Ar SALVADOR Lv	1010	0710	0805		
	↓	1330	↓	↓	Lv SALVADOR Ar	↑	0500	0630		
		↓			Ar MACEIO Lv			0545		
		1540	1455	1455	Lv MACEIO Ar	0800		0500		
				1600	Ar RECIFE Lv	0715				
				1815	Lv RECIFE Ar	0500				
				0500	Ar FORTALEZA Lv	1715				
				0700	Lv FORTALEZA Ar	1445				
				0830	Ar SAO LUIZ Lv	1400				
				1030	Lv SAO LUIZ Ar	1200				

C-1800 ⑦	Read Down — Read Up	C-1801 ④
0600	Lv SAO PAULO Ar	1600
0900	Ar GOIANIA Lv	1300
0945	Lv GOIANIA Ar	1200
1315	Ar CAROLINA Lv	0830
1415	Lv CAROLINA Ar	0720
1625	Ar BELEM Lv	0500
0500	Lv BELEM Ar	1430
↓	Ar PARAMARIBO Lv	1115
	Lv PARAMARIBO Ar	1015
1130	Ar PORT OF SPAIN Lv	0730
1300	Lv PORT OF SPAIN Ar	1630
1630	Ar SAN JUAN Lv	1300
0830	Lv SAN JUAN Ar	1200
↓	Ar PORT AU PRINCE Lv	0900
	Lv PORT AU PRINCE Ar	0730
1400	Ar MIAMI Lv	0400

C-1001 ③⑦	C-1173 ⑤	C-1171 ②	C-1250 ①④	Read Down — Read Up	C-1251 ③⑥	C-1170 ②	C-1172 ⑤	C-1000 ①④
1200	0600	0600	1200	Lv SAO PAULO Ar	1915	1910	1350	1000
↓	0910	0910	1510	Ar CAMPO GRANDE Lv	↑	1600	1040	↑
		1040	0800	Lv CAMPO GRANDE Ar		1520		
		1200	↓	Ar CORUMBA Lv	1445	1400		
			1000	Lv CORUMBA Ar	1345			
			↓	Ar CUIABA Lv	1215			
			1615	Lv CUIABA Ar	1130			
1500				Ar MAMAUS Lv	0600			
				Ar PORTO ALEGRE Lv				0700

C-1600 ①⑤	Read Down — Read Up	C-1601 ②⑥
0600	Lv SAO PAULO Ar	1600
0900	Ar GOIANIA Lv	1300
0945	Lv GOIANIA Ar	1200
1315	Ar CAROLINA Lv	0830
1415	Lv CAROLINA Ar	0720
1625	Ar BELEM Lv	0500

RIDDLE AIRLINES (RD)

453 # Ex. ⑦①	201 # Ex. ⑦	601 # Ex. ⑦①	301 #	451 # Ex. ⑦①	401 # Ex. ⑥	207 # Ex. ⑦①	205 #	C-46 Read Down — Read Up	302 #	204 #	208 # Ex. ⑥⑦	404 # Ex. ⑥⑦	402 # Ex. ⑥	452 # Ex. ⑦⑥	600 # Ex. ⑥⑦	202 # Ex. ⑦
	2330	1030				0200	2350	Lv NEW YORK Ar		0547	0541				0700	2035
	↓	↓				0307	↓	Ar PHILADELPHIA Lv		↑	0457				↑	↑
						0352		Lv PHILADELPHIA Ar			0412					
					2300	↓		Lv CHICAGO Ar			↑	2215	0457			
				0200	↓			Lv DETROIT Ar				↑	↑	0647		
				↓				Ar CLEVELAND Lv						0700		
0200								Lv CLEVELAND Ar						0615		
0414				0522	0415			Ar ATLANTA Lv				1900	0135	0202		
				0630	0515			Lv ATLANTA Ar					0035	0117		
				0849	↓	0740		Ar ORLANDO Lv			2225		2215	↑		
				0934		0925		Lv ORLANDO Ar			2125		2115			
				↓		0915		Ar TAMPA Lv			2045		↑			
				1033			0420	Ar WEST PALM BEACH Lv								
				1053			0450	Lv WEST PALM BEACH Ar								
	0355			1131	0832		0528	Ar MIAMI Lv		2300			2000	2200		1400
			2200					Lv MIAMI Ar	1135						2300	
		1827	0415					Ar SAN JUAN Lv	0720							

RUTAS AEREAS NACIONALES (RANSA)

④			①		④	②	⑤	⑦	Read Down — C-46; C-47 — Read Up	②	⑤	⑦	①		④	③		
2000	0145	0005	2200	0145	0005	0430	0145	0005	Lv MIAMI, International Ar	1415	1800	2045	1900	1800	1400	0415	1800	1415
↓	↓	↓	↓	↓	↓	↓	↓	↓	-- BARCELONA, Muntadas Lv	↑	↑	↑	1200	↑	↑	↑	↑	↑
									-- BARCELONA, Muntadas Ar				1100					
2300	0445	0305	0100	0445	0350	0730	0445	0305	Ar KINGSTON, Palisadoes --				↑					
2345	0530	0350	0145	0530	0350	0815	0530	0350	Lv KINGSTON, Palisadoes --									
F	F	F		F	F	F	F	F	-- ARUBA --									
			0545						Ar MARACAIBO, Gr. De Oro Lv						0800			
									-- MARACAIBO, Gr. De Oro I --									
0445	1000	0820		1000	0820	1245	1000	0820	Ar CARACAS, Maiquetia Lv	1000	1145	1430	1000	1145		1000	1145	0800

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SABENA BELGIAN AIRLINES (SAB)

SN-247 C-47 ③	SN-247 C-47 ①⑤	LH-244 DC-6A ④⑤	SN-242 DC-6A ③	C-207 C-47 ⑥	C-207 C-47 ③	SN-213 C-47 ①	Read Down	Read Up	LH-245 DC-6A ③	SN-241 DC-6A ⑤⑥	SN-248 C-47 ②④	SN-248 C-47 ⑤	SN-214 C-47 ①	SN-210 C-47 ②③ ④⑤	SN-208 C-47 DC-3 ⑥
0820	0820	2100	1910	1330	1545	0745	Lv BRUSSELS	Ar	2350	0020	2025	2025	2030	2040	1940
							Ar COLOGNE	Lv					1915	1925	
							Lv COLOGNE	Ar					1840	1850	1835
							Ar DUSSELDORF	Lv							1805
							Lv DUSSELDORF	Ar					1700		
						1005	Ar NUREMBERG	Lv					1630	1810	
						1035	Lv NUREMBERG	Ar							1605
				1545	1800		Ar STUTTGART	Lv							
							Lv STUTTGART	Ar							
1345	1345						Ar MILAN	Lv			1445	1445			
		2220	2030				Ar FRANKFURT	Lv	2230	0140			1410		
						1310	Ar VIENNA	Lv							

LE-097 DC-4 ②	LE-105 DC-4 ④	LE-099 DC-4 ⑥	LE-103 DC-4 ⑦	Read Down	Read Up	LE-098 DC-4 ②	LE-106 DC-4 ④	LE-100 DC-4 ⑥	LE-104 DC-4 ⑦
0100	0100	0100	0100	Lv BEIRUT	Ar	1100	1730	1100	1805
				Ar TEHERAN	Lv				
				Lv TEHERAN	Ar				1435
0630	0630	0630	0630	Ar KUWAIT	Lv	0730	1400	0730	1335
	0730		0730	Lv KUWAIT	Ar		1300		
				Ar DHAHRAN	Lv		1225		
				Lv DHAHRAN	Ar				
	1105			Ar BAHRAIN	Lv				1300
				BAHRAIN	Ar				1200
			1025	Ar DOHA	Lv				1125

+No Local Traffic Between Kuwait and Doha and Between Kuwait and Dhahran
No Local Traffic Between Dhahran and Bahrain and Between Doha and Bahrain.
No Local Traffic Between Kuwait and Bahrain in Either Direction.

SN-245 DC-6A ④	Read Down	Read Up	SN-244 DC-6A ④
0200	Lv BRUSSELS	Ar	1935
0440	Ar SHANNON	Lv	
0530	Lv SHANNON	Ar	
	Ar MANCHESTER		1650
	Lv MANCHESTER		1550
x	Ar GANDER	Lv	
x	Lv GANDER	Ar	
1435	Ar NEW YORK	Lv	2300

x - Optional Technical Landing.

SN 101 C-47 Daily ex Su	Read Down	Read Up	SN 102 C-47 Daily ex Mo
2110	Lv BRUSSELS	Ar	0100
2245	Ar PARIS	Lv	2335

LE 111 DC-6 ③	LE125 DC-6 ④	PS 203 DC-4 ④	PS 211 DC-6A ⑥	LE 109 DC-6 ⑦	LE119 DC-6 ①	Read Down	Read Up	PS 210 DC-6A ②	LE 120 DC-6 ①	LE 110 DC-6 ②	PS 202 DC-4 ③	LE 126 DC-6 ④	LE 112 DC-6 ⑤
1255			1400	1255		Lv BRUSSELS	Ar	0145		1035			1035
1330				1330		Ar PARIS	Lv			0920			0920
1410				1410		Lv PARIS	Ar			0835			0835
			1540			Ar BASEL	Lv	2359					
		1300	1800			Lv BASEL	Ar	2140			1130		
1625				1625		Ar MILAN	Lv			0620			0620
1710				1710		Lv MILAN	Ar			0535			0535
		1940	2320			Ar ATHENS	Lv	1800			0650		
		(x)	(x)					(x)			(x)		
		2040	0005			Lv ATHENS	Ar	1710			0550		
0030		0030		0030		Ar BEIRUT	Lv			2350	0300		2350
	0130	0300			0130	Lv BEIRUT	Ar		2200		1800	2200	
	0800	0945	0800		0800	Ar TEHERAN	Lv	1130	1730		1430	1730	

No local traffic between Brussels and Milan and between Paris and Milan.
(x) Technical Landing.

BEF-37 VISC ②⑦	SN-205 DC-3/C-47 ②③ ④⑤	BEF-37 VISC ⑤	BEF-36 AURO ⑤	BEF-37 VISC ②⑤ ⑦	SN-205 DC-3/C-47 ②③ ④⑤	Read Down	Read Up	SN-206 DC-3/C-47 ⑤	BEF-36 VISC ②⑦	SN-206 DC-3/C-47 ③④ ⑥	SN-206 DC-3/C-47 ⑤	BEF-36 VISC ②⑤ ⑦	SN-206 DC-3/C-47 ③④ ⑥
0540	2200	0540	0540	0640	2200	Ar BRUSSELS	Lv	0310	0310	0355	0410	0410	0455
0650	2359	0650	0705	0650	2300	Ar LONDON	Lv	0120	0205	0205	0120	0205	0205

222 DC-4 ④	454 C-47 ②④	220 DC-4 ①	DC-4 C-47 Read Down	Read Up	453 C-47 ②④	221 DC-4 P ②	225 DC-4 ⑤
	1100		Lv MATADI	Ar	0955		
0600	1210		Ar LEOPOLDVILLE	Lv	0845		
			Lv LEOPOLDVILLE	Ar			1335
			Ar KIKWIT	Lv			
			Lv KIKWIT	Ar			
			Ar LULUABOURG	Lv			
		1000	Lv LULUABOURG	Ar		1030	
			STANLEYVILLE	Ar	0845		
			-- LODJA	Lv			
			-- LODJA	Ar			
		1145	-- KINDU	Lv			
		1230	-- KINDU	Ar			
			-- KALIMA	Lv			
			-- KALIMA	Ar			
			Ar ALBERTVILLE	--			
			Lv ALBERTVILLE	--			
			Ar BUKAVU	Lv			
1230		1400	Ar USUMBURA	Lv		0700	0950
1400			Lv USUMBURA	Ar			0850
1450			Ar GOMA	Lv	0630		0800

104 C-47 ②③④ ⑤⑥	205 C-47 ②③ ④⑤	Read Down	Read Up	206 C-47 ③④ ⑥	206 C-47 ⑤	103 C-47 ②③ ④⑤⑥
0145	2200	Lv BRUSSELS	Ar	0410	0310	0445
	2359	Ar LONDON	Lv	0120	0120	
		Lv LONDON	Ar			
0250		Ar AMSTERDAM	Lv			0345

484 DC-4 ⑤	464 DC-3 ⑤A	DC-4 C-47 Read Down	Read Up	485 DC-4 ⑦	469 DC-3 ③
	0600	Lv LEOPOLDVILLE	Ar		1700
	0820	Ar COQUILHATVILLE	Lv		1445
	0900	Lv COQUILHATVILLE	Ar		1415
		Ar BOENDE	Lv		
	1045	Lv BOENDE	Ar		1230
		Ar LIBENGE	Lv		
		Lv LIBENGE	Ar		
1430		Lv STANLEYVILLE	Ar	1445	
1620		Ar BUNIA	Lv	1300	

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SAM AIRLINES

999 ⑤	888 ⑤	C-46 Read Down	Read Up	887 ③	998 ④
0300		Lv MIAMI	Ar		2000
0800		Ar SAN ANDRES	Lv		
0900		Lv SAN ANDRES	Ar		
1115		Ar CARTAGENA	Lv		
1200	1145	Lv CARTAGENA	Ar	1445	
	1215	Ar BARRANQUILLA	Lv	1415	1400
		Lv BARRANQUILLA	Ar	1315	1300
1350	801 ③				
		Ar MEDELLIN	Lv	1130	
1450	0600	Lv MEDELLIN	Ar	1030	
1550	0700	Ar BOGOTA	Lv	0930	1100
1645	0800	Lv BOGOTA	Ar	0830	1000
1800		Ar CALI	Lv	0715	
	1200	Ar LETICIA	Lv		0600

SCANDINAVIAN AIRLINES (SAS)

006 ① ②③ ④⑤	DC-3 Read Down	Read Up	005 ② ③④ ⑤⑥
2350	Lv COPENHAGEN, Kastrup	Ar	0625
0245	Ar AMSTERDAM, Schiphol	Lv	0350

SEABOARD AND WESTERN (SBW)

102 ○ ③⑤	200 * # Ex ⑦①	104 ○ ③⑤	100 * ①	204 * ⑦	104 ○ ③④ ①②	100 * # Ex ①	Read Down	Read Up	101 ↕ ①④ ⑤	105 ○ ①② ④⑤	101 ↕ ②⑥	101 ↕ ③	105 ○ ③⑥	103 ○ ④⑥
	1200		0600	1000		0330	Lv NEW YORK	Ar	1155		1155	1155		
			2215	0215		1945	Ar SHANNON	Lv	0340		0340	0340		
2300		0230	2315	0315	0230	2100	Lv SHANNON	Ar	0235	0030	0235	0235	0030	0125
f0040							Ar GLASGOW	Lv				0125		2345
	0550		0100			2240	Ar LONDON	Lv	0045		0045	2330		
	0645		0155			2335	Lv LONDON	Ar	2345		2345	2230		
0440							Ar AMSTERDAM	Lv			2340			2145
f0555							Ar HANNOVER	Lv						2005
0700							Ar HAMBURG	Lv						1900
			f0355			0135	Ar BRUSSELS	Lv	2335					
			f0440			f0215	Ar DUSSELDORF	Lv	2255		2255			
			f0445			f0225	Ar COLOGNE	Lv	2245		2245			
	1000		0520			0300	Ar FRANKFURT	Lv	2155		2155	2155		
			↕			↕			*		*	*		
			1400			0600	Lv FRANKFURT	Ar	2120		2120	2120		
			1455			0655	Ar NUREMBERG	Lv	2025		2025	2025		
			f1600			0800	Ar MUNICH	Lv	1920		1920	1920		
			1705			f0905	Ar STUTTGART	Lv	1815		1815	1815		
		0645		0645	0650		Ar PARIS	Lv		2200			2200	
		0750					Lv PARIS	Ar					2120	
		1100					Ar GENEVA	Lv					f2030	
		f1220					Ar BASLE	Lv					f1900	
		1300					Ar ZURICH	Lv					1800	

* Constellation
○ DC-4
↕ C-47

SWISSAIR (SR)

704 DC-3 ① ②③ ④⑤	791 ②	793 ⑤	DC-6A Read Down	Read Up	792 ⑤	790 ⑦	705 DC-3 ② ③④ ⑤⑥
	2200	2355	Lv NEW YORK	Ar	0850	2200	
			Ar MANCHESTER	Lv	2225	1135	
			Lv MANCHESTER	Ar	2135	1045	
	1800		Ar BASLE	Lv	1950	0900	
			Lv BASLE	Ar	1920	0830	
		2115	Ar GENEVA	Lv			
		2115	Lv GENEVA	Ar			
	1900	2205	Ar ZURICH	Lv	1850	0800	
			Lv ZURICH	Ar		2325	
			Ar GENEVA	Lv		2235	
2310			Lv ZURICH	Ar			0715
2350			Ar BASLE/MULHOUSE	Lv			0640
0020			Lv BASLE/MULHOUSE	Ar			0610
0300			Ar AMSTERDAM	Lv			0340
			Ar STUTTGART	Lv			

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TACA INTERNATIONAL AIR LINES (SA)

525 ②⑤	801 ⑥	801 ③⑤	301 ②④	801 ①	DC-4 Read Down	DC-4 Read Up	400 ①	800 ②③④	400 ③	800 ⑥	526 ①	526 ④	100 ⑤
	0600	0615	0400	0600	Lv NEW ORLEANS	Ar	2030	1845	2110	1900			
0700	↓				Lv MEXICO	Ar	↑	↑	↑	↑	1800	1715	1855
↓	1030				Ar BELIZE	Lv			1715		↑	↑	↑
	1100				Lv BELIZE	Ar			1700				
1025	1225	1145	0930	1130	Ar GUATEMALA	Lv	1535		1535				1535
1110	1315	1245	1020	1230	Lv GUATEMALA	Ar	1505		1505				1505
1155	1400	1330	1105	1315	Ar SAN SALVADOR	Lv	1420	1315	1420	1330	1400	1315	1420
			1220		Lv SAN SALVADOR	Ar	1400		1400				1400
			1315		Ar TEGUCIGALFA	Lv	1315		1315				1315
			1340		Lv TEGUCIGALPA	Ar	1300		1300				1300
			1435		Ar MANAGUA	Lv	1205		1205				1205
			1500		Lv MANAGUA	Ar	1145		1145				1145
			1610		Ar SAN JOSE	Lv	1035		1035				1035

TRANS-AUSTRALIA AIRLINES (TAA)

1915 ②⑤	1921 ③	1913 ②③④ ⑤⑥	1909 ②③④⑤ ⑥	1911 ①	DC-3 Read Down	DC-3 Read Up	1910 ②③④⑤ ⑥	1912 # Ex. ⑦	1922 ③	1916 ②⑤
1340	1300	0300	0145	0145	Lv MELBOURNE	Ar	0735	0925	1610	2105
↓	↓	↓	↓	↓	Ar WYNYARD	Lv	↑	↑	↑	↑
					Lv WYNYARD	Ar				
					Ar DEVONPORT	Lv				
					Lv DEVONPORT	Ar				
1540			0345	0345	Ar LAUNCESTON	Lv	0530			
1640				0445	Lv LAUNCESTON	Ar				
1725	1530	0530		0530	Ar HOBART	Lv		0645	1730	1825

TRANS WORLD AIRLINES (TW)

595 # Ex. ⑥⑦	599 # Ex. ⑥⑦	Constellation L-1049H Read Down	Constellation L-1049H Read Up	592 # Ex. ⑥⑦	596 049 # Ex. ⑥⑦
2315	2225	Lv NEW YORK (IDL)	Ar	1756	
		Lv NEW YORK (LGA)	Ar		1100
0024		Ar PHILADELPHIA	Lv		
0145		Lv PHILADELPHIA	Ar		
		Ar PITTSBURGH	Lv	1625	
		Lv PITTSBURGH	Ar	1525	
		COLUMBUS	Lv	1435	
		COLUMBUS	Ar	1337	
		Ar DAYTON	Lv		
		Lv DAYTON	Ar		
		Ar CINCINNATI	Lv		
		Lv CINCINNATI	Ar		
	0101	Ar CHICAGO	Lv		0725
	0205	Lv CHICAGO	Ar		0421
0330		Ar INDIANAPOLIS	Lv		
0430		Lv INDIANAPOLIS	Ar		
0540		Ar ST. LOUIS	Lv	1100	
0700		Lv ST. LOUIS	Ar	0850	
0813		Ar KANSAS CITY	Lv	0755	
0935		Lv KANSAS CITY	Ar	0654	
		Ar PHOENIX	Lv		
1319	0725	Ar LOS ANGELES	Lv		2215
1633		Ar SAN FRANCISCO	Lv	2315	

TRANS-CANADA (TCA)

909 ① ②③④⑤	North Star Read Down	North Star Read Up	910 ① ②③④⑤
2100	Lv MONTREAL	Ar	A1455
2255	Ar TORONTO	Lv	A1315
2355	Lv TORONTO	Ar	1155
0350	Ar WINNIPEG	Lv	0650
0435	Lv WINNIPEG	Ar	0605
↓	-- CALGARY	Lv	0150
	-- CALGARY	Ar	0120
0730	Ar EDMONTON	--	↑
0800	Lv EDMONTON	--	
1015	Ar VANCOUVER	Lv	2200

A-Toronto to Montreal section ③④⑤ only.

NEW YORK-ROME

970 ⑥	980 ②④	L-1049H Read Down	L-1049H Read Up	981 ⑥	971 ②	981 ③
0130	0130	Lv NEW YORK (IDL)	Ar	1255	1140	1255
0725	0725	Ar GANDER	Lv	0930	0815	0930
0810	0810	Lv GANDER	Ar	0850	0735	0850
1840	1840	Ar SHANNON	Lv	0400	0245	0400
1925	1925	Lv SHANNON	Ar	0315	0200	0315
↓		Ar LONDON	Lv	↑	↑	↑
↓		Lv LONDON	Ar			
2230		Ar FRANKFURT	Lv		2230	
0030	↓	Lv FRANKFURT	Ar		2105	
↓	2150	Ar PARIS	Lv	0040	↑	0040
↓	0015	Lv PARIS	Ar	2310		2310
↓	0135	Ar GENEVA	Lv	2150		2150
↓	0230	Lv GENEVA	Ar	2050		2050
0135		Ar ZURICH	Lv	↑	2000	↑
0230	↓	Lv ZURICH	Ar		1845	
↓	↓	Ar MILAN	Lv	1740	1740	1940
		Lv MILAN	Ar	1610	1610	1810
0435	0435	Ar ROME	Lv	1430	1430	1630

TRANS CARIBBEAN AIRWAYS (TRC)

901 ①③	901 ⑥	DC-4 Read Down	DC-4 Read Up	900 ①	900 ③⑤
2400	2200	Lv NEW YORK	Ar	0500	0700
0800	0600	Ar SAN JUAN	Lv	2100	2300

UMI

WHEELER AIRLINES

101 P ②⑤	C-46 DC-3 Read Down	Read Up	102 P ②⑤
0915	Lv VAL D'OR	Ar	1630
1225	Ar GREAT WHALE	Lv	1320

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46 Read Down	Read Up	④	①	②⑤	①	④
1500		1000			Lv ARICA	Ar	1225		1425		
1710		1210			Ar ANTOFAGASTA	Lv	1015		1215		
1755		1255			Lv ANTOFAGASTA	Ar	0930		1130		
2125		1325			Ar SANTIAGO	Lv	0600		0800		
	0800		0800	0900	Lv SANTIAGO	Ar		1750		1730	1700
	1100			1200	Ar BARILOCHE	Lv		1450			1400
	1145				Lv BARILOCHE	Ar		1405			
	1750				Ar PUNTA ARENAS	Lv		0900			
			1130		Ar J. FERNANDEZ	Lv				1400	

UNITED AIR LINES (UA)

59 DC-6 # Ex ⑦①	41 CUR # ⑦ ①	67 DC-6A ⑦	67 DC-6A # Ex. ⑥⑦	63 DC-6A # Ex. ⑥⑦	65 DC-6A # ⑥ ⑦	53 DC-6 #	Read Down	Read Up	62 DC-6A # Ex. ⑤⑥⑦	60 DC-6A # Ex. ⑥⑦	62 DC-6A ⑦	60 DC-6A ⑥	64 DC-6A # Ex. ⑥⑦	68 DC-6A # Ex. ⑥⑦	56 DC-6 # Ex. ⑦①	40 CUR # Ex. ⑦①
			2200				Lv BOSTON	Ar						0932		
		0748	2243				Ar HARTFORD/SPRINGFIELD	Lv						0850		
		0930	0010				Lv HARTFORD/SPRINGFIELD	Ar						0743		
0140							Lv NEW YORK (LGA)	Ar						Ⓐ		
							Ar NEW YORK (IDL)	Lv						0655		
		0700			2345		Lv NEW YORK (IDL)	Ar		1350		1255		0525	0550	
	0110			2245			Lv NEWARK	Ar	1605		1720					0600
				2329			Ar PHILADELPHIA	Lv	1530		1645			0445		
	0330			0030			Lv PHILADELPHIA	Ar	1430		1545			0345		
			0227				Ar CLEVELAND	Lv			1410			0210		0400
			0330				Lv CLEVELAND	Ar			1327			0057		
				0150			Ar DETROIT	Lv	1130							
				0320			Lv DETROIT	Ar	1028							
0400		1205	0405	0431	0210		Ar CHICAGO (MDW)	Lv	0920	0955	1100	0900		2230	0200	
		1530	0555	0600	0320		Lv CHICAGO (MDW)	Ar	0720	0755	0920	0735	1310			
		1725	0750				Ar DENVER	Lv				0215	0750			
		1825	0950				Lv DENVER	Ar				0128	0645			
							Ar SALT LAKE CITY	Lv					0500			
							Lv SALT LAKE CITY	Ar					0415			
		2240			0900		Ar SAN FRANCISCO	Lv	2230		0030		0145			
		0100				0620	Lv SAN FRANCISCO	Ar					0005			
						0639	Ar OAKLAND	Lv								
		0242	1250	1110			Ar LOS ANGELES (INTL)	Lv		2330		2200	2230			
							Ar LOS ANGELES (BUR)	Lv								

Ⓐ IDL-BOS portion of Flt. 68 cancelled Saturday mornings.

VARIG (RG)

966 ⑤	667 EX ①	C-46 Read Down	Read Up	666	967 ⑥
0612	0300	Lv RIO DE JANEIRO	Ar	0330	1540
	0430	Ar SAO PAULO	Lv	0200	
	0500	Lv SAO PAULO	Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho	Lv	2230	
		-- VITORIA			F
		-- BELMONTE			F
1115		Ar SALVADOR, Ipatanga	Lv		1040
1145		Lv SALVADOR, Ipatanga	Ar		1010
F		-- ARACAJU, Municipal	--		F
F		-- PROPRIA	--		F
F		-- PENEDO	--		F
F		-- MACEIO, Tab. do Pinto	--		F
1520		Ar RECIFE, Iba. Guar	Lv		0635
1540		Lv RECIFE, Iba. Guar	Ar		0615
F		-- JOAO PESSOA, Santa Rita	--		F
1655		Ar NATAL, Parnamirim	Lv		0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

U.A.T. AEROMARITIME (UT-AMA)

DC-4* ⑥	UT-755 DC-6 ④	AMA-97 Nord ①	AMA-93 Nord ③	AMA-99 Nord ①	DC-4 NORD 2.502 DC-6 Read Down	Read Up	AMA-98 Nord ②	UT-756 DC-6 ⑥	AMA-90 Nord ⑤	DC-4 ⑦ ①
					Lv PARIS LE BOURGET	Ar		1000		0040
1610	1620				Ar NICE	Lv		0755		
	1825				Lv NICE	Ar		0655		1850
	1910				Ar TRIPOLI	Lv				1750
0005					Lv TRIPOLI	Ar		2225		
0105	⑤									
0730	0320				Ar FORT-LAMY	Lv		2110	1800	0930
	0430		0600	0600	Lv FORT-LAMY	Ar			1635	
					-- MOUNDOU	Lv			1555	
					-- MOUNDOU	Ar				
			0800	0800	Ar N'GAOUNDERE	--				
		0615	0850	0850	Lv N'GAOUNDERE	--			1355	
					-- BANGUI	Lv				
					-- BANGUI	Ar	1730			
	0710	0805			Ar DOUALA	Lv		1830		
		0855			Lv DOUALA	--				
		1020		1150	Ar LIBREVILLE	--				
		1100		1315	Lv LIBREVILLE	--				
		1140	1220		Ar FORT-GENTIL	--				
					-- BRAZZAVILLE	Lv	1355			
				1530	Ar POINTE-NOIRE	--				

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

X -Daily
Ⓐ -Weekdays (Monday through Saturday)
① -Monday
② -Tuesday
③ -Wednesday
④ -Thursday
⑤ -Friday
⑥ -Saturday
⑦ -Sunday
Ex-Except

P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
Ar-Arrival
Lv-Departure
f -Optional Landing (flag stop)
X -Technical Landing
Ⓑ -Service Temporarily Suspended

UMI

MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot)
By Carriers and Types of Aircraft.

CARRIER	Boeing Stratocruiser	Boeing-707-720	Brittania	Canadair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	ALL-CARGO: Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-H	Douglas DC-7B
AA	--	150	--	--	150	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200
AL	--	--	--	--	100	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
ASA	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--
ALITALIA	--	--	--	--	150	100	--	100	--	75	--	75	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
AF	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--
BL	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN	--	150	--	--	100	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	150	185	--	--	--	--	--	--
BOAC	100	--	75	--	--	--	--	--	--	--	--	75	--	--	68	--	--	--	--	--	--	--	--	--	--	--	--	--
CA	--	--	--	--	--	100	100	--	--	--	--	--	--	--	70	--	--	--	--	--	150	--	--	--	--	--	--	--
CO	--	150	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
CN	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA	--	--	75	--	65	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--	--
DL	--	--	--	--	150	85	--	150	--	--	75	--	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--
EA	--	--	--	--	65	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	100	--	--
ELAL	--	--	150	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--
FL	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--
JAL	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	100	--	--
KLM	--	--	--	--	154	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	205	205	102	300	--
LX	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
LC	--	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA	--	--	--	--	150	--	--	150	--	100	200	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	--	--
NE	--	--	--	--	--	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
NO	--	--	--	--	150	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW	100	--	--	--	--	--	100	--	200	75	--	75	--	--	--	45	--	--	--	--	--	--	--	200	--	--	--	--
NY	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
OZ	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
PAA	100	150	--	--	--	--	100	--	--	75	75	75	--	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--
PI	--	--	--	--	--	80	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--
SAB	--	150	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--
SAS	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--
SO	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--
TACA	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA	--	--	--	150	--	100	--	--	--	--	--	--	--	--	--	--	70	--	--	--	150	--	--	--	--	--	--	--
TRC	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW	--	150	--	--	--	--	--	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	200	--	--	300	--
UA	--	150	--	--	150	--	--	150	--	150	150	--	120	--	--	--	--	--	--	--	--	--	--	--	200	--	--	200
WA	--	--	--	--	75	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--
WC	--	--	--	--	--	120	--	--	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																					ALL-CARGO						
	Boeing Stratocruiser	Boeing 707-720	Britannia	Canadair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46B-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-H	Douglas DC-7BF
AA.....	See U.S. and Canadian City Directory																											
AL.....	--	--	--	--	150	150	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--
ALITALIA...	--	--	--	--	--	--	--	600	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	500	--	--	500	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	2000	--	--	--	--	--	--
BOAC.....	--	--	600	--	--	--	--	--	--	--	--	600	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--
CA.....	--	--	--	--	--	200	250	--	--	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--
CO.....	--	500	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	See U.S. and Canadian City Directory																											
CU.....	--	--	600	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	--
DL.....	--	--	--	--	400	200	--	400	--	--	250	--	200	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	--
EA.....	--	--	--	--	200	--	--	--	--	--	200	--	--	--	200	200	200	200	--	--	--	--	--	--	--	500	--	--
ELAL.....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FL.....	See U.S. and Canadian City Directory																											
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	10000	--
HAL.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	600	500	--	--
KLM.....	See U.S. and Canadian City Directory																											
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MO.....	--	--	--	--	200	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
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NE.....	--	--	--	--	200	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--
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SO.....	See U.S. and Canadian City Directory																											
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WA.....	--	--	--	--	200	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--
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UMI

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.
ACA	AK	151	Alaska Coastal Airlines
ABR	AB	042	Empresa de Transportes Aereovias Brasil, S.A.
AD	AD	103	Aden Airways Limited
AERONAVES	AM	139	Aeronaves de Mexico, S.A.
AET			Aer Lingus Teoranta - Irish International Airlines
AET	IN	052	Aerlinte Eireann Tta. - Irish International Airlines
AF	AF	057	Air France
AFL	SU		Aeroflot
AII	AI	098	Air-India International
AIRCEY	AE	104	Air Ceylon Limited
AJ	AJ	148	Air Jordan
AKK	KK	224	Air Kruise (Kenya), Ltd.
AL	AL	037	Alleghany Airlines, Inc.
ALG	AH	124	Air Algerie
ALT	EI	053	Aer Lingus Teoranta - Irish Air Lines
ANA	AN	090	Ansett-Australian National
ANSETT	AP	152	Ansett Airways Pty., Ltd.
APA	HP	123	Aerovias Panama
AQU	AQ	112	Aquila Airways Limited
ARG	AR	044	Aerolineas Argentinas
ARIANA	FG	255	Ariana Afghan Airlines, Ltd.
ASA	AS	027	Alaska Airlines, Inc.
ASAI			Aerovias Sud Americana
ATM	AT	147	Compagnie Nationale de Transports Ariens
ATSA	TZ	141	Aero Transportes, S.A.
AVENSA	VE	128	Aerovias Venezolanas, S.A.
AVIACO	AO	110	Aviacion y Comercio, S.A.
AVN	AC	134	Aerovias Nacionales de Colombia, S.A.
AW	AW	121	Airwork Limited
AZ	AZ	055	ALITALIA—Linee Aeree Italiane
BAHAMAS	BH	116	Bahamas Airways, Ltd.
BAT			Butler Air Transport Pty., Ltd.
BEA	BE	060	British European Airways Corp.
BGA			British Guiana Airways, Ltd.
BKS	BK	127	BKS Air Transport, Ltd.
BL	BL	039	Bonanza Air Lines, Inc.
BN	BN	002	Braniff International Airways, Inc.
BOAC	BA	061	British Overseas Airways Corp.
BRITAVIA	BT	225	Britavia, Limited
BWIA	BA	106	British West Indian Airways, Ltd.
CA	CA	013	Capitol Airlines, Inc.
CAA	CE	063	Central African Airways Corp.
CAS	CS	138	Cambrian Airways, Ltd.
CAT	CV	129	Civil Air Transport
CATHAY	CX	160	Cathay Pacific Airways, Ltd.
CAUSA			Compania Aeronautica Uruguaya, S.A.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.
CHA	CH		Chicago Helicopter Airways, Inc.
CIA			Caribbean International Airways, Ltd.
CINTA	CI	231	Cinta Chilean Airlines
CMA	MX	132	Compania Mexicana de Aviacion, S. A.
CN	CN	319	Central Airlines, Inc.
CO	CO	005	Continental Air Lines, Inc.
COA	CD	320	Cordova Airlines, Inc.
COMAIR	CR	161	Commercial Air Service Pty., Ltd.
CONN	NN	166	Connellan Airways, Ltd.
COPA	CM	230	Compania Panamena de Aviacon, S. A.
CPA	CP	118	Canadian Pacific Airlines, Ltd.
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul
CSA	OK	064	Ceskoslovenska Aerolinie
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.
CYP	CY	048	Cyprus Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.
DERBY	DR		Derby Aviation, Ltd.
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"
DL	DL	006	Delta Air Lines, Inc.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos
EA	EA	007	Eastern Air Lines, Inc.
EC	EC	094	East African Airways Corp.
EG	EAGLE	232	Eagle Airways of Britain
EL AL	LY	114	El Al Israel Airlines, Ltd.
ES	ES	169	Ellis Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines
EWA	EW		East-West Airlines, Ltd.
FAUCETT	CF	163	Compania de Aviacion "FAUCETT" S.A.
FINNAIR	AY	105	Aero O/Y (Finnair)
FL	FL	028	Frontier Airlines, Inc.
FLUG	FI	108	Flugfelag Islands, H.F. (Iceland Airways, Ltd.)
FT	FT	023	Flying Tiger Lines, Inc.
GAL			Guinea Airways, Ltd.
GAM	AG	040	Guest Aerovias Mexico, S.A.
	GF		Gulf Aviation Company, Ltd.
GIA	GA	126	Garuda Indonesian Airways, Ltd.
GIBAIR	GT	171	Gibraltar Airways, Ltd.
GU	GU		Empresa Guatemalteca de Aviacion
HAL	HA	173	Hawaiian Airlines, Ltd.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.
HKA	HK	054	Hong Kong Airways, Ltd.
IA	IA	073	Iraqi Airways
IAC	IC	058, 093	Indian Airlines Corporation
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas
IAL	IL	278	Icelandic Airlines
INI			INI & CIA, S.A.
IRA	IR	096	Iranian Airways
JAL	JL	131	Japan Air Lines Company, Ltd.
JAT	YU	115	Jugoslovenski Aerotransport (JAT)
JSY	JY	130	Jersey Airlines
KA	KU	229	Kuwait Airways
KLM	KL	074	K.L.M. Royal Dutch Airlines
KNA	KN	222	Korean National Airlines
LAB	LB	051	Lloyd Aereo Boliviano
LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.
LADE	LD	177	Lineas Aereas del Estado
LAN	LA	045	Linea Aerea Nacional
LA NICA	NI	176	Lineas Aereas de Nicaragua, S. A.
LAP			Lolde Aereo Nacional, S. A.
LAV	LV	046	Linea Aeropostal Venezolana
LC	LC	020	Lake Central Airlines
LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
LIN	LF	147	Linjeflyg AB
LLC	CC	223	Lloyd Aereo Colombiano
LN	LN	067	Air Liban
LOT	LO	080	Polish State Airlines LOT
LX	LX	325	Los Angeles Airways, Inc.
MAL	ML	127	Malayan Airways, Ltd.
MALEV	MA	182	Hungarian Air Transport—MALEV
MAR	MR	022	Maritime Central Airways
ME	ME	076	Middle East Airlines Co.
MK	MK	213	Mackey Airlines, Inc.
MMA	MM	181	MacRobertson-Miller Airlines, Ltd.
MN	MN	210	Manx Airlines Limited
MO	MO	034	Mohawk Airlines, Inc.
MOS	MT	216	Morton Air Services Limited
MS	MS	077	Misrair, SAE
NACIONAL		208	Transportes Aereos Nacional, Ltda.
NA	NA	010	National Airlines, Inc.
NC	NC	184	Northern Consolidated Airlines, Inc.
NE	NE	011	Northeast Airlines, Inc.
NO	NO	032	North Central Airlines, Inc.
NW	NW	012	Northwest Airlines, Inc.
NY	NY	332	New York Airways, Inc.
NZ	NZ	078	New Zealand National Airways Corp.
OA	OA	050	Olympic Airways, S.A.
OAS	OL	215	Oiley Air Service, Ltd.
OZ	OZ	041	Ozark Air Lines, Inc.
PAA	PA	026	Pan American World Airways System
PAB	PB	111	Panair do Brasil, S.A.
PAL	PR	079	Philippine Air Lines
PANAGRA	PG	109	Pan American-Grace Airways, Inc.
PI	PI	030	Piedmont Aviation, Inc.
PIA	PK	214	Pakistan International Airlines
PLUNA	PU		Primeras Lineas Uruguayas de Navigacion Aerea
PC	PC		Pacific Air Lines
PN	PN	031	Pacific Northern Airlines, Inc.
PT	PT		Provincetown-Boston Airline, Inc.
QAPL	QE	188	Queensland Airlines Pty., Ltd.
QB	QB		Quebecair, Inc.
QC	QC		Queen Charlotte Airlines, Ltd.
QEA	EM	081	Qantas Empire Airways
QUSA	QA	143	Aerovias "Q." S.A.
RAC	RC	223	Royal Air Cambodge
RAL	RA	321	Resort Airlines, Inc.
RANSA	RN	218	Rutas Aereas Nacionales, S.A.
REAL			Real S/A-Transportes Aereos
REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
REEVE			Reeve Aleutian Airways, Inc.
RD	RD	323	Riddle Airlines, Inc.
SA	SA	083	South African Airways
SAB	SN	082	Societe Anonyme Belge d'Exploitation de la Navigation Aerienne
SAFE	BU		Braathens South-American & Far East Airtransport
SAHSA	SH	274	Servicio Aereo de Honduras, S.A.
SAN			Sociedad Aeronautica Medellin, S.A.
SAS	SK	117	Scandinavian Airlines System
SATA	SP		Sociedade Acoriana de Transportes Aereos, Ltda.
SBW	SB	219	Seaboard & Western Airlines, Inc.
SCAL	VF	221	Silver City Airways, Ltd.
SDI			Saudi Arabian Airlines
	SL		Scottish Airlines
SI	SI	042	Slick Airways, Inc.
SO	SO	038	Southern Airways, Inc.
SR	SR	085	Swiss Air Transport Co., Ltd.
STAEO	ST	198	Societe de Transports Aeriens en Extreme-Orient
SUDAN	SD	200	Sudan Airways
SYRIAN		201	Syrian Airways Company
TAA	TN	102	Trans-Australia Airlines
TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
TACA	TA	202	TACA International Airlines, S.A.
TACAV	TV	173	Linea Aerea TACA de Venezuela
TAI	TI	119	Compagnie de Transports Aeriens Intercontinentaux
TAIP	IP	047	Transportes Aereos Da India Portuguesa
TALOA	TL		Transaocean Airlines
TAN	TX	206	Transportes Aereos Nacionales, S.A.
TAP	TP	047	Transportes Aereos Portugueses, S.A.R.L.
TCA	TC	014	Trans-Canada Air Lines
TEAL	TE	086	Tasman Empire Airways Limited
THAI	TH	203	Thai Airways Co., Ltd.
THY	TK	235	Turk Hava Yollari
TPA	TS		Trans-Pacific Airlines, Ltd.
TSA	TO	267	Transcontinental, S. A.
TRC	TR	234	Trans Caribbean Airways
TT	TT	033	Trans-Texas Airways
TU	TU	199	Societe Tunisienne de l'Air (Tunis Air)
TW	TW	015	Trans World Airlines, Inc.
UA	UA	016	United Air Lines, Inc.
UAT	UT	125	Union Aeromaritime de Transport
UBA	UB	209	Union of Burma Airways
VARIG	RG	042	Empresa de Viacao Aerea Rio Grandense
VASP	VP		Viacao Aerea Sao Paulo, S.A.
VNA	VN	120	Air Vietnam
WAAC	WT	087	West African Airways Corporation
WA	WA	017	Western Air Lines, Inc.
WC	WC	025	West Coast Airlines, Inc.
WEN	WE	212	Wien Alaska Airlines
	YR		Soc. de Transportuir Aeriene Romano-Societica